

# Manufacturers Record

Exponent of America



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Baltimore, Md.  
JUNE 17, 1920

## OUR IMPARTIALITY

The MANUFACTURERS RECORD would much prefer to praise rather than to criticise.

It is an optimist by birth and by training.

It was born in an optimism that refused to see that the road ahead was a rocky and treacherous one.

When the road grew more and more difficult it simply refused to let pessimism enter into its soul and kept on fighting.

In this spirit it would gladly forever sing a song of optimism and of praise if it could conscientiously do so. But whenever it sees danger to the country it expresses its convictions with absolute impartiality.

It commends or condemns Democrats and Republicans alike without the slightest regard as to the party to which they claim allegiance.

It criticises at times unsparingly some of its warmest personal friends, and with equal impartiality it is always ready to commend its bitterest enemies when they do something which in its opinion is worthy of commendation.

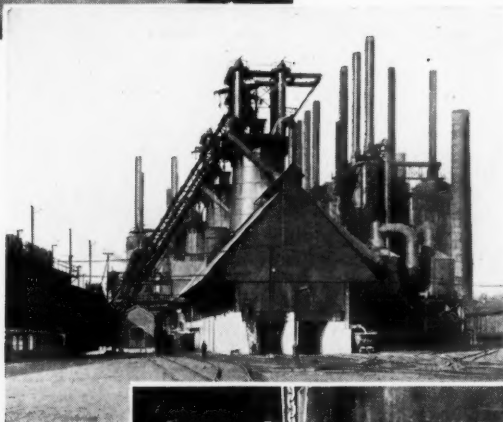
It has no politics except broad Americanism, and therefore it is entirely unconcerned as to the effect of its work upon individual politicians or parties. It is just as willing to criticise the capitalist and the employer as the poor man and the employee. It sees good in all and evil in all.

For these reasons we believe the MANUFACTURERS RECORD can serve the country faithfully and with absolute impartiality and independence of thought and expression. We believe the country needs such papers as never before, and anyone who does not want to read a paper of that character need not look to the MANUFACTURERS RECORD.



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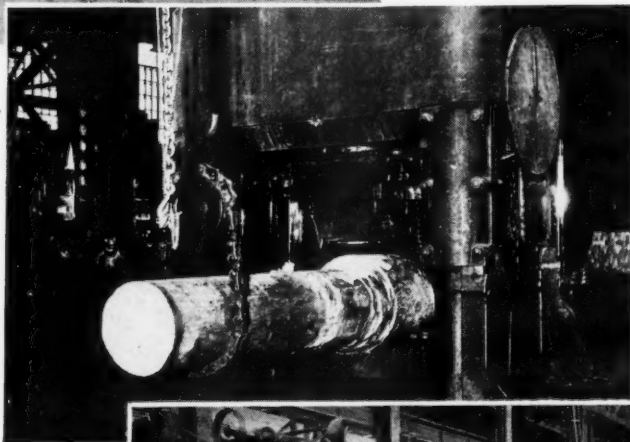


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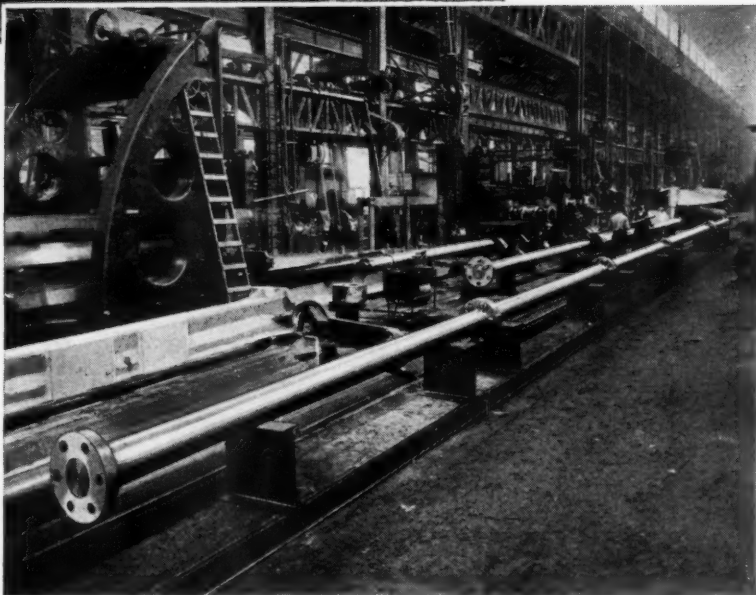
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# Manufacturers Record

Exponent of America

JUNE 17, 1920.

Volume LXXVII.

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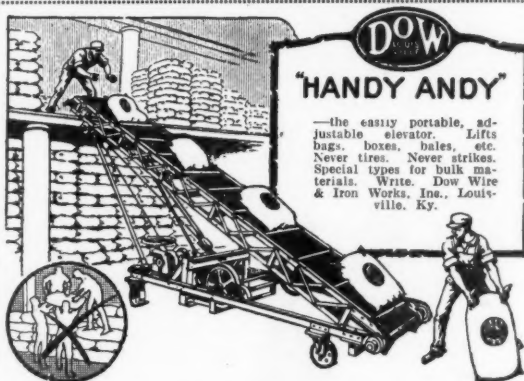
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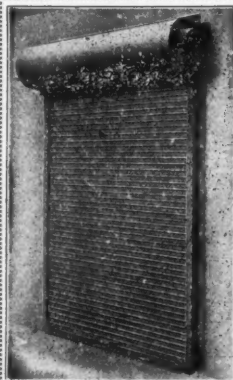
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of the South and Southwest as the Nation's Greatest Material Asset

Trade-Name Registered in the U. S. Patent Office

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## WHAT CURTAILING CREDIT DOES.

THE injury which is being done to business by the curtailment of credit, illustrations of which can be found in every direction, is typified in a letter from a Southern company, which gives some specific illustrations of how the action of the Federal Reserve Board has thrown a fright into bankers and caused them to curtail credits at a time when credits should be extended to the utmost extent.

The secretary of the company, in a letter to the MANUFACTURERS RECORD on this subject, says:

"For a great many years I have read both the MANUFACTURERS RECORD and your Daily Bulletin, and during that time have often agreed and often disagreed with your editorials.

"Your article 'No Word of Tight Money in England,' etc., comes so close to us, however, and your ideas agree so completely with ours that we want to thank you for having written it.

"We install cold-storage and ice-making plants complete—designing them, furnishing all equipment, erecting and starting them. Today we have something like 16 contracts, and in each case some work has been done, some materials shipped and delivered, and yet we are unable to complete the jobs due to lack of transportation. The factories from whom we buy are unable to fill their contracts with us, as they cannot get their raw materials shipped, and as they cannot get cars to ship out finished products.

"Now this is where your article hits us. We have more or less capital tied up in the above contracts, yet we cannot collect from them, as we cannot complete them, and we must stop trying to do business. The Federal Reserve Board has thrown such a scare into the banks that instead of their being willing to assist they are inclined to call in loans already standing and cut down credit limits, making it hard for us to continue in business even though we make no effort to get further business.

"We are a very small and unimportant concern, but if this condition and attitude of the board affects us as it does, there must be thousands and thousands of concerns both smaller and larger than we that are up against the same proposition.

"The above is, of course, without interest to you except in so far as it bears out your contention that sharply curtailed credits must mean a curtailment of business and of production, and will in all probabilities result in a great number of failures all over the country."

## WHICH SHALL IT BE?

THE many splendid people of the Jewish race ought not to be held responsible for the misdeeds of all their race, such as Trotsky and others, and yet because they do not repudiate such renegades the whole Hebrew race is misjudged. There are renegades in every race, and no race should uphold them merely because they are of the same racial origin. And yet such a man as Jacob H. Schiff, the New York banker, a few years ago discontinued his subscription to the MANUFACTURERS RECORD because it had published a letter criticising the acts of the East Side Hebrew element of New York, which produced Trotsky and others of his type. It is a pity, too, that the many fine Jewish business men of this country who recognize the dangerous work of Sam Gompers do not repudiate him, notwithstanding the fact that he is of their race. Through his power as the president of the American Federation of Labor he attempted to dictate the platform of the Republican party, and now is certain to undertake the same plan with the Democratic party. America is thus face to face with an issue by the side of which the Free Silver Campaign of 1896 was of trifling importance. Unfortunately, the intimacy of Gompers with the Administration, and the privilege accorded him of entering the White House through the back door, and the fact that during the war Gompers largely dominated the whole labor situation of the country and brought about the inefficiency of labor from which we are suffering, bodes ill for the country unless Gompers' power, and that of the union labor leaders with whom he works, can be overwhelmingly defeated.

While 2,000,000 American soldiers were sent to France to risk their lives at a little over a dollar a day, there were about 6000 strikes, involving nearly 2,000,000 laborers. In this country, partly for higher wages, for shorter hours, or for some trifling excuse wholly without justification unless it was that of disrupting the country and giving power to union labor. The soldiers on one side dying for their country at \$1 a day; union labor on the other striking for \$8 or \$10 or \$12 or \$15 a day, with increased inefficiency in their work!

Out of that condition, for which Gompers is largely responsible, we face today an issue of tremendous moment. Its importance cannot be exaggerated. If the Democratic party should follow the socialistic, anarchistic trend of labor leaders, as it has done since the day when it yielded to the threats of the Railroad Brotherhoods and surrendered the sovereignty of their country, and permit Gompers to dictate its platform,



then it would be incumbent upon every honest-thinking man in America who loves America more than his party, who loves freedom more than slavery, to stand against Mr. Gompers and all the socialistic element which he is endeavoring to throw into the contest.

The fight ahead is one upon which hangs the life of America. It is a fight as to whether radical labor leaders enforcing their socialistic propaganda shall destroy the independence of the people of this country and carry the nation down to destruction, or whether all the people who are opposed to Socialism and Bolshevism and Gompersism shall stand for the right, regardless of what it may cost them in sacrifice of old-time party associations.

We trust that the Democratic party will not be so unwise as to be swept away by the Socialists. We trust that the party which many times in the past stood for the conservatism and safety of the country against the "isms" of the hour will stand for the right at San Francisco, but we may rest assured that all of the influence of Socialism and Bolshevism will be brought to bear upon that convention in order to force it to adopt a platform dictated by Gompers. Aligned with this element will be those who prefer internationalism to Americanism, and who are willing to turn the sovereignty of their nation over into the hands of other nations, who would absolutely dominate the destiny of this country.

In a world where political chicanery crops up in every direction, in a world of secret diplomacy which demonstrated its ability to overmatch President Wilson at the Peace Conference, we need to fight as never before for our own independence and our protection against the forces which would draw us into a maelstrom of European and Asiatic politics.

The nation will watch with profound concern the outcome of the San Francisco convention. If it stands for Socialism and internationalism as against Americanism, then the defeat of the party would be the only salvation of this country from damnation, **but we earnestly hope the Democratic party will not force such an issue upon the public.** It behooves the millions of sound, sane Democratic people who have not been carried away by the socialistic trend of the party of late years to make a determined fight against a socialistic San Francisco platform.

### PREPAREDNESS NEEDED TO MEET FARM SITUATION.

**W**HILE many people were denouncing the wheat growers for high prices under Government guarantee, reports in Kansas show that on the average the wheat growers of the State lost money on last year's crop. The facts are given elsewhere in this issue, and a warning as to the future food supply of the country uttered.

Will the nation heed these facts in time or will we procrastinate and delay in preparedness for food as we did from 1914 to 1916 as to war, and pay the penalty as we did when we entered the war?

Without the right of every man to work in an open shop or a union shop, according to his own desires, our boasted freedom would be but a hollow mockery.

### ROBBING AGRICULTURE IS NATIONAL SUICIDE.

**I**N our issue of April 8 we published an editorial entitled "The Nation Needs An Agricultural Policy." Immediately we began to receive letters from various editors of farm papers and others, all endorsing the editorial, but many of them on the other hand, calling our attention to an article by Herbert Hoover in The Country Gentleman of April 10, in which he discussed the agricultural situation, and declaring that Mr. Hoover met the requirements as stated by us. "We hope no man will be elected to the Presidency," we said, "whose heart and mind are not devoted to the improvement of the farmers' condition."

The trick of fooling farmers has been a favorite one in Washington for years. It has been the habit to group a lot of bureaus which have no more to do with farming than they have with manufacturing and then point with pride to the gross millions appropriated for the Agricultural Department. It has all been a kind of camouflage to make the farmers feel that they were being treated liberally, whereas, as a matter of fact, they were being treated with extreme stinginess.

For weeks before Congress adjourned Secretary of Agriculture Meredith waged a terrific battle to prevent the cutting of his meager estimates. If there had ever been an opportunity for those who in all sincerity want agriculture to progress to show their colors and fight while the fighting was good, then was the time. Then was the time, indeed, for a voice to cry from the wilderness and make itself heard.

But we can find no record that Mr. Hoover, who was so eloquent in The Country Gentleman, was sufficiently interested to speak a word when a word would have accomplished something. No, nor did one single other man of those then pressing their claims for recognition at Chicago deem it either a privilege or a duty to throw the weight of his influence into the scales. They were all so busy playing politics that they did not have time to see to it that agriculture got a fair deal in Washington.

Secretary Meredith has literally begged Congress to abandon Congressional free-seed distribution and permit him to use the money—a quarter of a million—"for necessary and important activities bearing on agricultural production," but though the Senate listened to him, the House insisted that the free-seed policy continue.

It does no good to condemn Congress in general. Votes on an agricultural matter are a local issue. Every farming community in this country ought to find out how its particular Representative voted on this plan to hamstring the Agricultural Department. Every community should demand an explanation. Representatives must be held individually responsible. It may be that the Department of Agriculture is not the efficient instrument that it should be, but it is probably as efficient as other departments. Moreover, the cure of inefficiency would not be starvation. You cannot win the faith of the farmer in Government when Government expends millions for "industry," but begrudges every dollar that is appropriated to improve agricultural conditions.

This cavalier treatment of what is in fact the greatest industry in the nation is not merely criminal—it is national suicide. Already food conditions are so menacing that the President has been solicited to issue a general statement to the public calling for frugal use of foods. Saving a million or two now at the cost of the farms in order to make a political showing of economy will mean the payment later on of ten times as many millions in excessive food prices. They have hoarded pennies for which repayment must be made in dollars. If that is economy, then let us have done with it forever.

## The Platform and the Nominees

A POLITICAL platform is not a legislative calendar. It can state objectives, but not the detail of approach. Nor is a platform to be examined with a microscope for weaknesses in the structure. There must be perspective to the view. No two men agree on all things; it is not humanly possible to bring some millions of voters into such solidarity of judgment that to all the aspects of a situation will appear alike. A platform is not a creed to which men must subscribe, nor is it even a charter of action; it ought to be a general statement of essential principles to which the mass of party followers adhere and for the carrying out of which they pledge their influence and votes.

Those who are redblooded and love to stand on the pinnacles of high decision, where what they want and what they demand cannot be understood, the vertebrates of Americanism, may blush that the Chicago platform has in it for them no clarion note, no high-pitched summons to battle. But it is a time when opinion, like everything else, hangs on the rim of chaos. The rocks on which men's houses stood have changed to flowing quicksands, and the bases of judgment are rocked by passing tides. The world is nervous. It has come dangerously close to being a lunatic asylum. It is a time when men must know not only how to make up their minds, but how to change their minds, for there is no sure rock to which to anchor—save only one, and that is character. By it alone, then, can we judge the Chicago platform; not in its separate phrases, its sentences and paragraphs must we look for its authority, but in the record of the party, its processes of thought, its actions when in power, its decisions in other days, for the real platform of a party is what the party has been. By its record we know its character, and by its character we know its right to sit in the high places.

Were we to analyze, however, the planks of the platform as adopted in Chicago, we and all fair-minded citizens, we think, will agree that the fingers of fact have written the paragraphs "Unpreparedness for War" and "Unpreparedness for Peace." There can be no dispute, for the truth is engraved in the history of the times. Mr. Wilson himself chiseled it. With "He kept us out of war" he renewed his Presidential authority, and with his own lips, as he announced to Congress his impending departure for Europe, he declared that this nation was so strong inherently, from the industrial viewpoint, that its domestic interests could with safety be neglected. And he neglected them.

"We undertake to end executive autocracy." The words are almost weasel words. This nation has been the victim of personal government so long that the very stones have cried out for succor. Power is an insidious thing, more contaminating, even, than ambition, and we should be lacking in common frankness did we not say, as all the world knows, that the supreme authority vested in Mr. Wilson during the great crisis seemed to have wilted the flower of his democracy, and to have left him obsessed with the idea of his personal supremacy. Cincinnatus went back to the plow. Would that Mr. Wilson, when triumph and ruin intermixed laid the earth at his feet, had possessed the mighty strength to have turned for aid and counsel to those competent to give it, and had not, instead, coined the bullion of national power into a personal sesame. The temptation, perhaps, was overwhelming, but certainly the nation, with all that its success means to the world, must now end forever that spectre of legal dictatorship and compel the restoration of constitutional forms and customs.

The platform recognizes "the justice of collective bargaining." If it means by that collective bargaining through unions only, it is an infamous pronouncement. If it means collective bargaining in individual shops, union or non-union—and we

think that is what it does mean—it is acceptable. This whole controversy about collective bargaining has been a camouflage, as all on the inside know. Samuel Gompers was never seeking collective bargaining—he was seeking collective bargaining for union labor only. Had he won his fight, every workingman in the United States would have been forced and driven ultimately into the union ranks, and his wages would have been taxed, as no Government would dare to tax them, for the support of the Gompers dynasty in industrial America.

We do not believe that the President is now sticking to his war powers, which have become somewhat embarrassing, because he wants to. The fact is that the repealing act was very clumsily drawn, and there is grave reason to believe that had the President signed it, the War Trade Board would have been divested of any control whatever over exports. The Trading with the Enemy Act covers imports, not exports.

The charge that the Federal Reserve Board has brought about "restricted credit for legitimate industrial expansion" is undeniably true. So also is the intimation that the Reserve System has not been free from political influence. We believe that as the campaign develops the Federal Reserve Board will be drawn more and more into it, because it is not conceivable that this nation will endure much longer the arbitrary and ruinous policy which is making credit the most costly thing in the country. It is economic insanity.

The plank on profiteering is buncombe, as anybody who reads it will understand.

We do not think the plank on agriculture gets very far, but we endorse with all our strength the condemnation of "ill-considered efforts arbitrarily to reduce prices of farm products, which invariably result to the disadvantage of both producer and consumer." Arbitrary depression of farm-product prices has been one of the great crimes of the war, and if the South really knew what high officials of the Government in Washington did at various times in their frantic efforts to beat down the price of cotton, we do not believe the Democratic party would carry a single Southern State.

We do not know who slipped into the platform a pledge to encourage importations of fertilizing material. The Republican party, through its whole history, has stood for the protection of American industry. If it proposes now to abandon the new potash industry, just as it promises to make this country independent of the German potash, it is a betrayal of party history and a cowardly compromise of principle for the apparent purpose of attracting a few farmer votes.

Some maladroit hand seems also to have been at work in the sentence, "We pledge the party to an immediate resumption of trade relations with every nation with which we are at peace." We suspect Senator Borah. We are at peace, officially, with Russia. Does Chicago mean that the party of law and order, of authority, intends straightway to begin barter with the Bolsheviks? We see no light in the pledge—only a great darkness. Oil and water will not mix; order and disorder do not live together; Bolshevism is a denial of Americanism. We cannot serve two masters, and we cannot exist under two flags. We do not wish to swap the products of our factories for blood-red gold under the shadow of a black flag, for the black flag rather than the red ought today to be floating in Moscow.

That American vessels should have the free use of the Panama Canal is so clear that argument is almost unnecessary. That is why we built the Canal—to succor and restore an American marine. The country a few years ago was persuaded and coerced against its will on this question. It will go back to its original program.

The so-called compromise on the League of Nations was not



a compromise. It was, in effect, a straight-out declaration against that godless and un-American thing the President brought back from Paris. We know where Harding stands; he will countenance no subjection of America to foreign tutelage. We expect to see him emphasizing at all times the point that the Republican party is not opposed to extracting from the wreckage of the world its omens of possible enduring peace. We have not yet got from the victory what the sacrifice of humanity entitled it to get. Let the Republican candidate, therefore, iterate and reiterate "We pledge the coming Republican Administration to such agreement with the other nations of the world as shall meet the full duty of America to civilization and humanity in accordance with American ideals, and without surrendering the right of the American people to exercise its judgment and its power in favor of justice and peace." Let us have an international court of arbitration, any and all machinery through which there may be even a faint hope of averting future wars, but let us bring into being no creature to the orders of which we shall be subservient. Let us surrender never our freedom of action or permit a status under which foreign nations, with foreign ideas, can determine with their votes what the course of this country shall be. The generations cry out against it, and the hope of the world would be frustrated by it.

We shall, from time to time, comment on specific features of the platform. Some—the most—are good. Others are very bad, and we shall not hesitate to say so, or to explain why, in our opinion, they are bad.

We see in the concluding plank of the platform its chief strength. It would stand by itself as a sufficient platform for the campaign.

"Pointing to its history and relying upon its fundamental principles we declare that the Republican party has the generous courage and constructive ability to end executive usurpation and restore constitutional government; to fulfill our world obligations without sacrificing our national independence; to raise the national standard of education, health and general welfare; to re-establish a peace-time administration and to substitute economy and efficiency for extravagance and chaos; to restore and maintain the national credit; to reform unequal, burdensome taxes; to free business from arbitrary and unnecessary official control; to suppress disloyalty without denial of justice; to repeal the arrogant challenge of any class; and to maintain a government of all the people as contrasted with government for some of the people, and finally to allay unrest, suspicion and strife, and to secure the co-operation and unity of all citizens in the solution of the complex problems of the day, to the end that our country, happy and prosperous, proud of its past, sure of itself and its institutions, may look forward with confidence to the future."

If it be said, as some have said, that the platform is reactionary, the answer is that the nation is weary of "government by explosion." The intellectualists, the theorists, the socialists and sycophants have had their day. They have drowned our clear conceptions in their rains of flowing phrases until the dictionary, instead of the Constitution, has become the textbook of authority. Men who were so busy minding the business of other people that they were unable ever successfully to attend to their own affairs have been seated in office, and their experimentations have strained and drained the Treasury. How the nation has yearned for simple statements of policy, for clear definitions of intent, for thoughts not concealed by words!

If the platform, then, is poverty-stricken in rhetoric, it is an asset. If it is reactionary in that it makes no contracts with visionaries, claims no guidance from "voices in the air" and has not a single plank translated from a ouija board, then may men of intellectual substance, men who do things and men who hope to do things, be humbly thankful. They have longed for what we may call dignity in government. If it be reactionary to speed along at something less than eighty miles an hour, the majority of people wish to be re-

actionary. They would like at least to get a glimpse of the scenery as they pass by.

Clothes do not make a man, and a platform does not make a President. Men who think and have the welfare of the nation at heart will see in the Chicago planks the men who stand on them, whose solid character, typical of the best product of Americanism is in itself all the assurance required of normal government—and this country never needed normal government as it needs it today. Law and order, respect for the Constitution, scotching of the snake of class dictatorship, repudiation of the sale of authority for votes, government by common sense instead of government by hysteria—these are the things the nation must have, and they are the things the platform and the candidates assure.

What is bad in the platform we shall condemn, as opportunity offers, but it is sufficient now to point out that there is in it the atmosphere of peace, of peace and orderliness, of stability and sanity. It is a tonic for tired nerves. That it is not loaded with dynamite is a virtue, not a fault. More and more the country will be attracted to it, and to the candidates standing on it, although it is quite probable that in the early days of the campaign, as in the first Bryan campaign, it may appear that the noisy elements of the political arena have succeeded in winning popular sympathy.

The next few months will test the soul of America.

### A SAMPLE LIQUOR LIE.

**I**N a sensational dispatch published in some daily papers the rapid growth of population in Miami, Fla., is credited to the ease with which drinkers can buy whisky in that community, and it is said that on this account many prominent men are building winter homes there.

This dispatch is a lie and is in keeping with a very large proportion of the propaganda put out by the whisky element.

Miami has for ten years been making very rapid growth, and, indeed, nearly all Florida towns are making great progress. Miami caught the boom (not booze) spirit a little in advance of the other towns and pushed it with somewhat more vigor than other Florida towns, but the growth of Miami has in no way whatever been augmented during the last year by anything connected with the whisky traffic. As for saying that no effort to catch the whisky runners is made, that is another falsehood. Not only are the authorities alert and capturing offenders, but they are fined after they are caught.

Miami's growth is not based on selling its soul in order to advance its material prosperity, and its citizens do not relish being classed as wholesale lawbreakers. For years Miami has been making wonderful progress, even greater, we believe, prior to the prohibition amendment than it has been making during the last twelve months.

Men who, like Deering, the plow manufacturer, who has spent probably \$4,000,000 or \$5,000,000 on the creation of a palatial home and marvelous grounds around it, did not go there for the whisky business, nor did Carl G. Fisher of Prest-O-Lite fame, who in the last six or seven years has spent millions in reclamation and construction work, go to Miami because of any advance knowledge five or six years ago that the prohibition law would be passed and that he would in this way be prepared to look out for whisky interests later on.

The statement is so groundless, so vile a slander upon Miami and the people who have been building up that wonderful town, that it would not be worthy of notice except for the fact that it will be sent broadcast throughout the country by all the whisky interests, who will do their utmost to discredit prohibition and claim the progress of Miami as due to the ease with which people can buy whisky there. A more groundless falsehood was never issued by the whisky interests.

## Highway Improvements from the Viewpoint of a Railroad President vs. the Views of Great National Leaders

**H**IGHWAY construction, according to the views of President Willard of the Baltimore & Ohio Railroad, should not be carried on during periods of scarcity of labor and of high cost of construction as at present. Mr. Willard believes that it is more important, as we published last week, to extend the railroads than to extend improved highways, and that with a labor shortage on farms and elsewhere all new highway construction should be suspended. But Mr. Willard is sadly alone in this position. He walks in a road not trod by other men. It must not be supposed that Mr. Willard is opposed to good highways, for he is heartily in favor of them, but he believes that they should not be built during the present scarcity of labor.

Perhaps there may be other men who think as Mr. Willard thinks, but if so, they do not give voice to their views. Highway improvement is the universal demand of the hour, and is a demand based on intelligent knowledge of the situation.

For two reasons we regret that Mr. Willard has taken this position. First, because we believe it to be diametrically contrary to the facts, and, second, because we regard it as extremely unfortunate that a railroad president should be so impolitic as to say a single word against highway construction and thus intensify the feeling of millions of people that railroad people have not favored improved highways.

Mr. Willard himself is in favor of improved highways. He has said so, but he is not sufficiently in favor of them to believe that they should be built at the present time, and yet he does favor the expansion of railroad facilities at present. The MANUFACTURERS RECORD unhesitatingly takes the ground that highways should be built at the present time. The opposition to highway building, even under present conditions, by a leading railroad official is well calculated to increase the feeling of ill-will on the part of millions of people to railroads in general. It is only one of those unfortunate illustrations of the lack of tact in dealing with the public by many railroad managers, who seem utterly incapable of understanding how their acts and words often alienate public sentiment. It is on a par with the active support by General Atterbury of the Pennsylvania Railroad of Governor Sproul for the Presidential nomination. If Governor Sproul had been nominated, and we have a very high opinion of him, the fact that a Pennsylvania Railroad official was his active backer would have sent him to certain defeat, and yet General Atterbury did not seem to understand that public sentiment will never again permit railroads to influence politics, and if they try to do it, private ownership will be instantly doomed.

There are millions of people in this country who do not believe that railroad men as a whole are heart and soul interested in the program of highway improvement; indeed, many have criticized railroads for hampering highway improvements, and claimed that railroads discriminated against them in not furnishing cars for the handling of road materials.

In this particular, we think Mr. Willard has simply, without any benefit to the railroads, stirred up or intensified a feeling of hostility to railroads at a time when railroads need to do all in their power to create a better public sentiment, in order to overcome the ill-will created by their own mismanagement in times past. Mr. Willard himself, in the handling of the Baltimore & Ohio Railroad, is bearing heavy burdens forced on that road by former mismanagement and disregard of public sentiment and rights in former years, even a third of a century or more ago. It is a pity, therefore, to see any railroad man take such an unwise position with relation to public sentiment as he has done in the matter of highways.

Indicative of the views of Presidential candidates and men

of affairs who know the importance of highway improvement, we give a few statements compiled and issued by the West Virginia Good Roads Federation, which is carrying on an aggressive campaign for a bond issue of \$50,000,000 for the building of good roads in West Virginia, a State which furnishes a very large bulk of the traffic of the Baltimore & Ohio Railroad. Certainly the men who are leading in that work in West Virginia will not have a more friendly feeling for the Baltimore & Ohio Railroad or for any other railroad when such a man as President Willard takes the ground that highway improvements should for the time being stop.

The statements are from such men as Hoover, who certainly understands the need of highways from a world-wide acquaintanceship with the subject; Gen. Leonard Wood, whose experience as an army officer has shown what highways mean in military affairs, and from other men high in the ranks of both parties. They are as follows:

### HERBERT HOOVER.

"The arguments for good roads need no reiteration. What is needed is organization to secure them. Much of this must depend upon purely local effort, and it is by the creation of organization to build up such activities that our country makes its best progress."

### WARREN G. HARDING.

"Transportation has made every avenue of civilization. Human progress is reflected in the economic welfare of the people of highest civilization, and there is no advancement in production and exchange until there are highways to facilitate the transportation involved. We shall notably enhance the advantages of American production when we add to the convenience of transportation through the construction of highways suited to the use of modern motor vehicles. It is the one agency of putting every community in the Republic on the map of commercial relationship."

### LEONARD WOOD.

"An adequate good roads system is the commercial liaison which makes for the proper co-ordination of the requirements of producer, manufacturer and consumer. The need for such a system was strikingly demonstrated during the war, and it is as great now as it ever was. Good roads mean better and more productive farms, bringing remote rural sections into close touch with the markets. By providing something which makes possible the development of farms we perform a service of inestimable value to the country as a whole."

### FRANK O. LOWDEN.

"Good roads mean greatly lessened transportation costs. They increase the value of the farms. They make consolidated rural schools possible. With good roads life becomes easy and agreeable in the country, and the flow of our young men and women from the country to the city is checked."

### WILLIAM G. McADOO.

"The failure of the railroads to keep pace with the growth of the country has developed a transportation problem which seriously menaces our economic development and prosperity. It will be many years before the railroads can be brought up to the required standard. Meanwhile, our best chance of immediate relief is great systems of State highways, so laid out and constructed as to supply through the automobile and motor truck the additional transportation facilities the country imperatively needs. I strongly favor the construction of

good roads everywhere through both State and National aid. After we build them we must maintain them by an intelligent system of superintendence."

#### A. MITCHELL PALMER.

"The economic welfare of the country is dependent upon the adequacy and efficiency of this National system of transportation and distribution. It is so essential that every possible facility must be provided to encourage producers of food commodities and merchandise to increase production. The improvement and use of the public highways, in addition to airways, railways and waterways as avenues of conveyance, is vital to the progress and prosperity of the people."

#### JAMES M. COX.

"The establishment and maintenance of a good roads system throughout the country is as essential to the life of the nation as proper circulation of the blood is essential to the life of the individual. With a perfect system open highway there can be no stagnation of transportation at any time. Normal needs properly met will prevent emergencies."

#### WILLIAM JENNINGS BRYAN.

"The time has come for the systematic development of National highways, and the conclusion of peace gives an opportunity to celebrate the ending of the greatest of world wars by the building of a memorial peace way, reaching into every State and forming a commercial bond of union between the Commonwealths of the nation. It would greatly relieve the railroads by furnishing a roadway for both passenger and freight traffic."

#### HIRAM JOHNSON.

"The good roads movement meets with my warmest approval. I have advocated good roads from the beginning of my public career. The improvement of the public highways will undoubtedly be of great economic value as well as clear up the congestion which now exists in other transportation facilities, making distribution of the nation's commodities easier and cheaper. We have had a great object lesson of the value of good roads in the paved highway of my own State of California. They have been a tremendous factor in its development."

A striking statement of the need of highways is given in the following extract from a circular issued by Mr. F. Baackes, vice-president and general sales agent of the American Steel & Wire Co.:

**"Danger Lies in Darkness.**

**"Educate if You Would Be Free.**

**"Open Up Our Remote Interiors and They Will Be Visited by Everybody and the Education of Contact and Experience Will Follow.**

**"The Only Way to Make a Nation Great.**

"Education is the foundation of a republic. Without it, citizens are unable to fulfill the duty of being sovereigns. It is all right to say that every man is a king—but kingship carries with it tremendous responsibility. Every American citizen, therefore, must be as wise as a king. And the education of kings begins with earliest youth. The fundamentals of life can only be taught through this period.

"As experience and contact with the wisest of the world is the most liberal form of education, so is it self-evident that the great bulk of our rising generation is mentally fed by such contact. If that contact is withheld, we mentally starve the future citizen and lay the foundation for national trouble.

"In the cities, such contact may readily be obtained. In the outlying districts it may be different. If very remote, the opportunities of early youth are meager indeed. Here is where darkness lies. The nation's lifeblood of wise intelligence is abnormally

flowed to the big centers and abnormally withheld from the remote sections.

"The remedy lies in balancing the two. It is quite possible to extend the circulation to the remotest parts through the medium of transportation. The cities long to float to the remote country parts—the remote parts long to float to the cities. The great east and the broad west long to exchange experiences, and it is the only way to breed contentment in one's native vicinity.

**"We have outgrown our railroads. The trolley roads brought us nearer. The real binder of a great country is the system of reinforced-concrete highways that brings the enlightenment of the whole world to doorsteps in the remotest corners of a township. It makes the greatest single element in upbuilding a State and creates a united nation."**

Mr. S. R. Swiss, the advertising manager of the Republic Sales Corporation of Alma, Mich., in a letter referring to Mr. Willard's position, which seems to us exceedingly shortsighted in regard to building of highways at the present time, writes:

"Thanks for yours of the 8th, enclosing your Daily Bulletin of June 7, containing a reprint of your recent editorial on the subject of President Willard of the Baltimore & Ohio Railroad, and his letter to Secretary Baker, wherein he included the program of highway construction among non-essential industries.

"Mr. Willard's reply printed in your June 7 Daily Bulletin is quite outspoken in an attempt to explain his position in the matter. Mr. Willard states that he is in favor of highway improvement wherever and whenever it can be justified in being in the public interest; but, however important good highways may be, he believes it is even more important that we should have large and safely harvested crops.

"How does he propose to get these carefully harvested crops off the farms upon which they were raised? Are they supposed to fly off or walk away? The railroads have proven themselves pitifully incapable of handling the situation, and if it were not for the development of motor transportation this nation would indeed be in a sorry plight so far as the transportation and disposition of essential products is concerned.

"We believe you are entitled to the fullest credit for your exposition of Mr. Willard's letter, and the writer does not regret having unconsciously become involved in the matter, and that this letter to you was used as the basis for a follow-up.

"It is the writer's personal opinion that Willard has underestimated the importance of motor transportation, the development of which is necessarily coupled with the improvement of public highways. Our distribution problems will be solved only through betterment of recognized transportation channels, railroads, public highways and waterways, each of which plays its vital part in the general scheme of abridging time between production and distribution."

#### HARDING'S CREED FOR AMERICA.

**I**N a recent speech in New York before the Ohio Society, Senator Harding outlined a program or creed for America, saying:

"It is fine to idealize, but it is very practical to make sure our own house is in perfect order before we attempt the miracle of old-world stabilization.

"Call it the selfishness of nationality if you will, I think it an inspiration to patriotic devotion—

"To safeguard America first,

"To stabilize America first,

"To prosper America first,

"To think of America first,

"To exalt America first,

"To live for and revere America first.

"We may do more than prove exemplars to the world of enduring, representative democracy where the Constitution and its liberties are unshaken. We may go on securely to the destined fulfillment and make a strong and generous contribution to human progress, forceful in example, generous in contribution, helpful in all suffering and fearless in all conflicts.

"Let the internationalist dream and the Bolshevik destroy. God pity him 'for whom no minstrel raptures swell.' In the spirit of the Republic we proclaim Americanism and acclaim America."



## "If You Don't Want to Work Don't Get in the Way of Americans Who Want to Work."—Governor Parker of Louisiana to Union Strikers

**D**OWN in Louisiana last week the spirit of a Patrick Henry and the courage of a Coolidge were reborn when Governor John M. Parker delivered an ultimatum to the striking union workers who left their jobs on the Industrial Canal public works at New Orleans, when he said:

"I make no appeal to you to go back. It is up to your individual views as to who wants to go back; but I am here to tell you with every earnestness in me that if organized labor wants to go back and go back as individuals as they have always gone, get your men to report and go back to their work, and if they don't, so help me God, as Governor of Louisiana, I am going to do my utmost under my oath, absolutely fearlessly.

"I feel that it is due you that I should make this statement frankly and squarely. I don't want to interfere, but I suggest that you do your own conferring and arrive at your own conclusion. I have arrived at mine.

"I would be unfit to be an American with the American blood flowing in my veins unless I stood for what I believed, and you know I am right. Every American has a right to stand for what he believes. If you don't want to work, I appeal to you—because I don't want to hurt any man—don't get in the way of Americans who do want to work and who are willing to work as Americans."

Inauguration of a new era for the protection of the public's rights is seen in this attitude of every man's right to work taken by the newly elected Governor of Louisiana on the handling of union labor disputes involving public works. If the strikers will go back to work, Governor Parker agrees to give personal consideration to alleged grievances in an effort to reach an adjustment that will be fair to labor as well as to the people. However, he asserted they must go back to work as individuals, for he emphasized that there can be no discrimination as against one labor element in favor of another by a recognition of unions by the State.

Governor Parker wants it understood that politics is not concerned in the stand he has taken on the labor situation, and that in no way will it enter into consideration in connection with it.

This new declaration of liberty and of the rights of freedom by a Southern Governor is a worthy parallel to the policy adopted by Governor Coolidge of Massachusetts when he so forcibly showed that the welfare of the people must come before the individual or group.

Salient features of Governor Parker's statement to the delegation of union men at the conference in Baton Rouge are given in the following excerpts:

"A walkout like you have in the city of New Orleans is one of the worst things that could happen to anyone. I wanted you gentlemen who come here today to understand my attitude and what my attitude shall be as long as the people keep me as Governor, and that is, that I am absolutely the Governor of all the people; that I don't recognize under the law, the right of union labor or any other labor to dictate who shall be and who shall not be employed on public works; and that when 1200 men walk out, as I am advised by telegram and by letter from New Orleans, without warning of any kind or character, that as Chief Executive of Louisiana, I shall appeal to the honor of capital to have arbitration put on men who are ready and willing to come to work.

"I believe it is much better to go to these things when we know where we are and how to face them. I want to say that it is not just for men to practically, without cause, without a question of time, pay, hours, or treatment, leave their work that is furnishing bread to thousands of people in the city. The men on that work are the real beneficiaries of it because but for the public works, there are many working men who would have had a very hard time for the last two years.

"I want to make it clear that, I don't propose to be ruled by

labor any more than by capital. I want to make it clear and unmistakable, that as Governor of Louisiana, if it comes to a point of going on with that work, I am going to use every means at my command to see that that work goes on.

"I want to make it clear that every power at my command will be utilized to see that those who want to work will be given every protection the State is able to give them, and if the State is unable to give it to them, there is other assistance that can come to their help.

"I have asked you here before taking steps that are going to be drastic.

"If union labor refuses to work union hours and union time on property that belongs to the State, and in which every union laboring man ought to be patriotic, just as deeply interested as I am, then as Governor of this State, I am going to see that other labor works in their places.

"I am going to exercise every means at my command and every power at my command, as long as I am Governor and as long as I live, to see that labor gets square treatment when it is right, but when it adopts drastic measures without a warning of any kind or agreement, to involve the welfare of the people and the State by possibly permitting it to go into bankruptcy, and to ruin, I don't propose to stand it, and I would be unfit to sit as Governor here.

"I want to say to you that I have made my mind up, and made it up after earnest thought, and I believe that labor in the long run will realize that I am right. This thing of stepping out instantly without a word, stepping out without any grievance, stepping out when there is not a complaint in regard to wages or hours, stepping out simply on imaginary matters, means instead of reflecting the sanctity and honor of labor, you have slipped away where it is tyranny of labor in the hands of men who don't hesitate to rule and destroy without question.

"I feel this obligation deeply and earnestly. I have asked you to come here not for a conference.

"I have asked you to come here to tell you, as Chief Executive of Louisiana, what I am going to try to do for the welfare of our people unless you see the error of your course before it becomes too late.

"There is no such thing as politics or anything else in this, but something that rises very much above that, and that is our American citizenship, because it means everything to prevent a minority, who have no just cause for complaint of any kind or character, practically dictating against the majority.

"America has simply made herself by a meeting of people from everywhere all over the world. Here they have had opportunities and advantages they have nowhere else. Don't tear down and ruin the structure that means our happiness and prosperity. Let us realize that we are living together in peace and harmony and not in bitterness and strife. Let us realize that our children go to the same school, sit side by side and intermarry. Let us realize that we have no class in America. The humblest and poorest child has the right to aspire to anything and any office anywhere in any way."

### "BLESSED ARE THE MEEK."

**M**ANY men keep on saying that because we did not adopt the League of Nations covenant "we have lost the moral leadership of the world," when as a matter of fact we never had it, and if we had had it, a modicum of national modesty and common sense would have kept us from saying so.

Suppose some one denomination constantly claimed "the moral leadership of all churches," how much respect would every other denomination have for it or its professions?

"Blessed are meek, for they shall inherit the earth," could never be popular with these proclaimers of "moral leadership of the world." Any man of average intelligence knows that to keep harping on the idea that we are "holier than thou" as applied to other nations is not only lacking in dignity and sense, but is a direct affront to the people of other countries. What was once called our "shirt-sleeve diplomacy" is not surpassed by our blatant claim to moral leadership. If it were true, Christian modesty would suggest the unwisdom of constantly parading our alleged virtue unless we planned purposely to insult England and France and other countries.

### WORLD COTTON MILL PROFITS TOO BIG.

THE directors of the Inman Cotton Mills, Spartanburg county, South Carolina, have recommended a stock dividend of 400 per cent, 300 per cent to be in common stock and 100 per cent preferred stock, and the stockholders have been called to ratify the action of the directors.

Stock dividends of from 200 to 300 per cent have been entirely too frequent. No legitimate business is entitled to make such profits. Somewhere there is injustice to the public. We know that the reply of the cotton mill people is that the shortage of cotton goods throughout the world is so great that American mills are merely following the lead of English and New England mills. It is true, too, that English mill stocks have been selling on a basis at from three to ten times the paid-in capitalization, but one large mill owner in England recently expressed himself as ashamed of the profits of his company. The cotton producers have been paid a pittance for their staple as compared with cotton goods, and the consumers of cotton throughout the whole world have paid entirely too high a price for the finished product.

This condition does not, however, apply to Southern mills only. Phenomenal profits have been made by Japanese mills, and English mills and the cotton mills of New England. It is quite probable that no single industry in the world's history ever yielded over a period of two or three years such phenomenal profits as have come to the cotton mills of the world, unless it be, perchance, the profit made by Carnegie and his associates when they sold for more than \$500,000,000 a property which about a year before they had been unable to sell at \$100,000,000. Henry C. Frick held an option on the Carnegie iron and steel interests at \$100,000,000, but he could not finance the sale of the property at that price. Shortly after his option lapsed there came a tremendous speculative boom, and during that period, and partly by reason of Carnegie's threat to build a big competing mill and a railroad in competition with existing roads, the financial interests of New York paid him and his associates over \$500,000,000. That profit was commensurate with the profits that have been made in recent years by the cotton mills of the country. But it was an unholy profit, just as the profits made by the cotton mills have been unholy profits. They have been entirely too great, notwithstanding the conditions which have brought about this increase in the value of these properties.

The stockholders of these mills, of course, are greatly rejoicing, but are they taking into consideration the fact that these profits were made on raw material which did not yield a fair profit to the grower? English cotton mills are making such phenomenal profits that, as it was after the Napoleonic wars, so it will be this time, that England's cotton interests will largely help to pay off the English debt and strengthen the financial power of that country. It was said by McCulloch many years ago that it was England's cotton trade which enabled it to stand the strain of the cost of the Napoleonic wars, but in those days we do not believe that England's cotton trade ever yielded such abnormal profits as they are now making.

Profits such as these have an unfortunate but inevitable effect in stirring up a spirit of discontent and a belief that business interests are to a large extent profiteering. In part, this is true, though not to the extent that the public has believed. It is, however, true as regards the cotton mill interests of the whole world.

The amazing prosperity of English cotton mills is shown in a Manchester letter to the Memphis Commercial Appeal, in which it is said:

"In an earlier article I was permitted to explain to the readers of the Commercial-Appeal how and why the Lancashire cotton industry is anxiously exercised about the future of the supply of raw cotton. But let no one suppose for this reason that Lancashire is moping or depondent. On the contrary, it is wreathed

in smiles. The scarcity of raw cotton is, after all, but a cloud on the horizon while overhead the sun shines merrily and Lancashire makes hay. The cotton industry has been and still is making profits so handsome that Lord Emmott, one of the leaders of the industry, describes them as 'dangerously high.'

"Mills and mill shares have risen so enormously in value and are changing hands at such abnormal figures that many folk are shaking their heads and asking what the owners of mills and shares will do when the inevitable slump comes and prices fall and dividends dwindle to what they were before the war and less. But at the moment no one is disposed to listen.

"In a period of some 30 years before the war the great majority of cotton mills paid an average dividend of only some 5 per cent. Last year it is estimated that the profits of the Lancashire companies as a whole amounted to 50 per cent on the share capital. An analysis shows that 180 companies which published their dividends distributed an average of 38.73 per cent, and other companies, which do not publish figures, distributed still more. Some extraordinary figures have recently been announced. The Bell Mill Co. of Oldham six months ago paid a dividend of 200 per cent. It has now declared a half-yearly dividend and bonus which together are at the rate of over 500 per cent per annum. Still more remarkable is the announcement of the Times Mill Co., Middleton, whose £5 shares have only 10 shillings paid up. Its dividend is 20 shillings per share for the last three months, which is equivalent to 800 per cent per year on the paid-up capital. The actual dividend paid for the whole year has been 550 per cent. Other instances are the Eagle Company, which has paid 400 per cent for the last quarter, and the Palm Company of Oldham, which has just paid 120 per cent for the last half-year and 170 per cent for the whole 12 months. No wonder that some of the Lancashire shareholders are content, all too content, to live for the day and to let the morrow take care of itself."

### GRAIN CROPS SHOW IMPROVEMENT OVER MAY FORECAST.

WITH an increase of 19,000,000 bushels in the indicated winter wheat crop during May, and the spring wheat crop outlook 68,000,000 bushels larger than last year's estimate, the shortage in grain production is not as alarming as it was thirty days ago, but it is still far below our needs. The production of all wheat for 1920, reported by the Department of Agriculture as of conditions June 1 is estimated at 781,000,000 bushels. The June 1 estimate for winter wheat is 504,000,000 bushels, and the spring wheat yield is indicated at 277,000,000 bushels.

However, our wheat crop this year so far is running behind last year's output by 160,000,000 bushels, and it is 41,000,000 bushels less than the five-year average production of 1914-1918. The June 1 estimate of 504,000,000 bushels for the winter wheat crop is 228,000,000 bushels, or 32 per cent less than the final yield reported for 1919, and it is 59,000,000 bushels less than the average production of 1914-1918.

The oat crop this year is estimated to yield 1,315,000,000 bushels, an increase of 67,000,000 bushels over last year's output; the indication of the barley crop of 185,000,000 bushels is 19,000,000 bushels greater than the 1919 output, but the rye crop of 1920, with an estimated yield of 80,000,000 bushels, is 8,500,000 bushels short of last year's production.

The total yield for the four grain crops, wheat, oats, barley and rye, as indicated by the condition of crops on June 1, will be 2,361,000,000 bushels. Compared with the final yield of the same crops in 1919, our coming yield of these crops will be short 82,000,000 bushels and 150,000,000 bushels short of the 1914-1918 five-year average production of the combined crops of wheat, oats, barley and rye. It is, of course, too early yet to make any estimate of corn, our most important grain crop, measured by quantity.

If the Federal Reserve Board carries out its ideas and breaks down credits everywhere, it will naturally follow that the production of dwellings, of apartments, of manufactured products and of foodstuffs will also break down, and then poverty will supplant prosperity. Who wants to make such a change?



## The Rebuilding of Europe

ON August 6, 1914, a few days after the opening of the European war, in its cover-page editorial, the MANUFACTURERS RECORD said:

"Humanity may be staggered by the horrors of Europe's war, but civilization will not be destroyed. Millions of men and billions of treasure may be lost in this devilish work; thrones may totter, and new maps of Europe may be necessary before the end is reached; but mankind will, on the wreck of these ruins, build a better civilization—one in which the people, and not a few unscrupulous men who feel that they have been Divinely appointed, will rule."

We have never seen any reason to change the opinion then expressed, that humanity would on the wreck and ruin of the war build a higher civilization. We have therefore not been among the pessimists in this country or those in Europe who have been unable to see any hope in the temporary chaos throughout Central Europe.

To a large extent, these pessimists have looked at the European situation wholly through spectacles the lenses of which were obscured by the dollar mark. They have not seen the recuperative power in mankind which has been demonstrated through all the ages.

These pessimists have thought of the whole situation in Europe in terms of the dollar rather than in terms of mankind.

Fearful as was the war, unspeakable as was Germany's crime against humanity, terrific as were the losses of men and money as civilization sought to save itself from being overrun by barbarism, those who have studied humanity rather than the dollar should have been able to foresee that out of the wreck and ruin of war there would be created a new atmosphere; that the mental power of people would be tremendously stimulated; that the inventions and achievements brought about by the war would in the end be used for the advancement of civilization and the upbuilding of the trade of all of these countries.

The dreary predictions of desolation made by America's most noted financial pessimist have been proven to have no more solid foundation than the shifting sand. Pessimists of that type, looking upon the ruins of the battlefield, remind us of an occurrence in Baltimore after the great fire of 1904. While the embers were still smoldering and a very large proportion of Baltimore's business section was only a mass of iron and broken bricks in which people roamed without being able to find their former places of business, the directors of one of the leading financial institutions, unable to get into their own building, met in a private residence to discuss what should be done, and among most of the men gathered there the spirit of optimism prevailed. But one of the wealthiest men in the group, who had held high position in the official life of the State and been noted in financial circles for many years, was pessimistic to the extreme. In opposing any large expenditure on their building, this director warned his fellow-members that Baltimore had been very nearly destroyed financially. "You must bear in mind," said he "that Baltimore, never a very rich city, has now suffered a loss which cannot be recouped in many years to come. Whatever plans you make must be based on the fact that Baltimore has been almost destroyed, and the outlook for the future is gloomy, indeed."

He saw nothing but poverty and woe and a ruined city, because he looked out upon the ruins of a mighty fire which had swept over a large part of the town. But his vision was narrow and his judgment was rankly unsound. Every prediction he made failed, for Baltimore, after a few months of halting, due to the shock, pulled itself together, went to work with new vigor, and the progress of the city since that day has been so great that the Baltimore of today as compared with the

Baltimore of the day before the fire is as that of a mighty metropolis in contrast with a country village.

What happened in Baltimore will happen in Europe. Europe has not yet had time to shake itself together, though it has been doing wonderful work in that respect. It has not yet had time to adjust its bearings, but it is making progress. It would, indeed, be a serious reflection upon the intelligence and energy of Europe to suppose that France and Belgium and Italy and England will not quickly reassert their constructive forces and on the wreck and ruin of war build a greater civilization and an infinitely greater volume of business.

While we do not at all times agree with statements issued by the Guaranty Trust Co. of New York, we are glad to see that in its financial letter of June 3 it takes exactly this view. In that letter it says:

"It is just as certain that the depression of the moment in Europe contains the definite promise of a very real recovery as that the apparent prosperity of 1913 contained the static elements of the war."

"It will be a mistake," says the Guaranty Trust Co., "for the overcautious American merchant and exporter not to prepare to utilize the present occasion to develop the commerce of this country. Great Britain is going ahead with a full realization of the fact that upon its work will largely depend the progress of Europe, and Great Britain is sparing neither resources nor keen judgment in working to this end."

And Belgium, too, is proving what can be accomplished even by a country so sadly overrun as was that land. In the first quarter of 1920 Belgium railroads hauled no less than 80 per cent of the normal pre-war freight trains. Its coal output exceeded that of 1913. Its exports to neighboring countries greatly exceeded its imports from them.

From Italy come similar reports, and, so far as Germany is concerned, the only fear we need have is that Germany will recover its industrial progress and its financial strength too rapidly for the good of the world, as increasing financial strength and industrial development will again urge the Germans on to hasten the day to which they are looking forward, when they can once more enter upon an attack upon the world's civilization.

It would be folly to the extreme for the American people to be pessimistic as to the future of Europe. Bolshevism now runs rampant and will do immense harm, but Bolshevism will be conquered and the world will be made safe despite its dangers, or else forces of evil are greater than the forces of good, and this we refuse to believe. We do not for a moment minimize the actual poverty ruling in many places and the pressing need for food, but we refuse to believe that European humanity is not virile enough to settle down to work and promptly rebuild its fortunes.

### CITIES GAIN IN POPULATION AT EXPENSE OF COUNTRY DISTRICTS.

CENSUS reports from 57 counties indicate that the rural population of the country may show a decrease for the 1920 census compared with that of 1910. Many cities and towns report rapid growth, but with the practical cessation of immigration their gains have been almost wholly at the expense of the rural districts, making farm labor shortage still more acute. The MANUFACTURERS RECORD has for years called attention to this trend of population cityward and has emphasized again and again that this would result in the inevitable lessening of the food supply to the danger point now confronting the nation. Of the 57 widely scattered counties announced as having completed their 1920 census, 34 show a decrease since 1910.

## SOME SIGNIFICANT DEVELOPMENTS IN THE TREATMENT OF PUBLIC UTILITIES.

THE attention of public-utility interests throughout the country is being directed to the broad and common-sense way in which some of the communities of Virginia, with the approval of the State Corporation Commission, are solving the difficulties in which, on account of inadequate returns, various local utilities have found themselves.

One of the standard cases is that of the Newport News & Hampton Railway, Gas & Electric Co., which serves the towns of Newport News, Hampton and Phoebus. The company presented to these communities a full and comprehensive statement of its capital, value of its properties, cost of service, etc., and made no attempt to dictate or even suggest a policy of relief. It left that to the local authorities, which came to the conclusion that it would be proper to apply to the utility field the principle laid down in the Federal Transportation Act, namely, that capital is entitled to a fair return. As the company was able to show that the cost of money for new investment would be approximately 8 per cent, the towns decided that a return of 6 per cent on capital already invested should be sought and of 8 per cent on new investment for a two-year period. Appropriate increases on the trolley lines of the company were, therefore, granted and an increase of 10 per cent in the price of gas was ordered.

Equally significant, and perhaps even more worth study, is the gas-rate case of Norfolk. The city has a governing council of five members, and all matters of public interest in connection with utilities are referred to the Norfolk Public Utilities Commission. The main purpose of this Commission was to secure better service for the city. It, therefore, being composed of business men, set out at once to find the facts in the situation and substitute them for prejudice as the basis for rates. It called in as an expert Mr. A. Merritt Taylor, architect of the comprehensive rapid-transit plans for Philadelphia, who associated with him Mr. Charles B. Cooke, Jr., of Kelly, Cooke & Co., consulting engineers. To them was referred, for a report, the application of the local gas company for higher rates.

These gentlemen established as a cardinal principle from which to work this thought: "Capital legitimately invested in public-utility properties must be safeguarded and protected by municipalities, both as to principal and as to a just and inviting return thereon after reimbursement to the company for expenses incurred in providing service."

After a most thorough survey, these gentlemen decided that the company, in order to give good service, was entitled to an increase in gas rates of from \$1.20 to \$1.60 a thousand, which decision was promptly concurred in by the Norfolk Public Utilities Commission and by the City Council. When the case went before the State Corporation Commission the very unusual spectacle was presented of a city itself practically being the petitioner for a higher rate for a utility. What has happened in the gas case is about to happen in the case of the street railroads.

What Norfolk, governed by business men, proposes to do, in other words, is to get good service for its people and pay what the service is worth. Norfolk does not consider bankrupt utilities an asset, but rather a heavy liability, too heavy to carry. Moreover, the coast territory of Virginia is giving notice to capital all over the country that it is welcome, will be treated justly and will not be confiscated in part for political purposes.

Mr. William F. Rhea, chairman of the State Corporation Commission of Virginia, moreover, explicitly states that the general program for the whole State is along similar lines. "The Commission has and will continue to treat all public-service corporations in a fair and just manner, to the end that the State may be developed to the fullest extent, the public

given the best possible service, and the public-service corporations given a fair and just return upon the capital invested."

When many municipalities are trying to lift themselves by their own bootstraps by attempting to compel public utilities to furnish service at cost or at less than cost, it is gratifying to see at least one great State throwing aside political buncombe and standing squarely in obedience to economic law. The most expensive service in the world is cheap if poor service. Good service is worth paying for—worth it to the people who get it and worth it to the community as a whole, because where good service is there other people come. Good service, like good government, is almost priceless.

We commend the Norfolk and Newport News cases to the attention of other communities which are engaged in political rows with their local utility corporations. No team ever made much progress with the horses pulling in opposite directions.

## WHY NOT JUST OFFER THEM BOARD AND KEEP?

THE United States Civil Service Commission is announcing that on August 2 there will be a competitive examination for "educational director, \$1500 to \$2400 a year. Teachers, \$1400 to \$2400 a year."

The prerequisites for consideration as a "director," we are sagely told, are (1) graduation from a college or university of recognized standing, or a normal course of not less than two years, and, in addition, at least two years of college work; (2) in addition, at least two years' experience as principal or superintendent of schools, or one year's experience in a responsible position in reconstruction educational service.

Not long ago the Federal Reserve Bank of Chicago brutally announced that some clerks should not be married without the approval of the bank, because their wages were not sufficient to support a wife. Perhaps the Government ought to issue a general order that all teachers not only remain unmarried, but also wear nothing but overalls, in order to keep within their salaries. They should be given permission, however, to eat occasionally.

When a man who has spent four years in college and has acquired besides the executive experience of a principal or superintendent, the offer to him of a beginning salary of \$1500 is an insult. No competent man could accept such a salary, and no competent man would have to. He could, with greater comfort to himself, engage in ditch-digging.

Poorly paid teachers are the most costly investment on earth, for they mean poorly taught schools, and poorly taught schools mean a nation of mediocrities. No great profession can thrive in beggary, and beggars cannot thrive in a great profession.

## "YE GODS AND LITTLE FISHES!"

A SUMMER resort located in the Shenandoah Valley, one of the most glorious wheat and cattle producing regions on earth, boasting of the abundant supply of vegetables raised on its own farm and of other attractions of its table, adds the amazing statement that its entire supply of butter comes from a celebrated maker in Wisconsin.

Think of it! Ye gods and little fishes! The Shenandoah Valley, where grains and grasses luxuriate as in few other parts of America, where cattle of the finest kind are to be found in abundance in that superb stretch of mountain and valley land which runs from Hagerstown to Chattanooga, 800 miles of one of the most fertile and glorious regions on earth, and yet in the very midst of that country a summer resort run by a Virginia man gives as one of its commanding table attractions that its butter comes from Wisconsin. Comment seems superfluous.

## The Labor Question As It Affects Railroad Operation

A WELL-KNOWN business man of the South, long and largely identified with business operations throughout the country, recently wrote to a railroad president, who is doing very effective work in trying to save the railroad situation, as follows:

"You are a wonderful man. You have performed a great public service; but, as I wrote you some days ago, you have something ahead of you that is quite as important as anything that you have done, and that is to see that your labor situation is properly taken care of. The employees of railroad companies are inefficient, dishonest and disloyal to such an extent that words are hardly adequate to fully portray the situation. Graft is being paid all over the United States to various railroad employees to undertake to procure cars and to have them moved, etc. Men are deliberately laying down on their jobs and doing as little work as possible in order that there may be a so-called shortage of labor. Trainmen are deliberately keeping trains behind time so as to get pay for overtime. And yet, with all this, demands are being made upon the Railroad Labor Board for increased pay, and the papers report representatives of the executives as saying that they are entitled to more pay.

"It is the consensus of opinion of men with whom I have come in contact that if the pay of railroad employees is again raised, you will take the greatest step towards governmental ownership that has yet been taken or may be done. Railroad employees today receive approximately \$3,000,000,000 in wages. This is greater than the gross receipts of the railroads in 1914. Railroad workers comprise only about 5 per cent of the workers of the United States. If, therefore, all the workers in the United States received pay in proportion to the pay now received by the railroad employees, it would take \$60,000,000,000 annually in order to pay wages alone. The comedy of it is that the gross income of all the people of the United States does not amount to this much. The trouble is that in the presentation of matters of this kind to commissions and boards, too much statistics as to the cost of living and not enough common sense is used. It is perfectly absurd to talk about any railroad employee not being able to live on the wages he is receiving. How do the great mass of people live in this country, who are receiving no higher salaries than they received five years ago, and no greater income, and are paying the present prices for food, clothing, etc.? To undertake to argue from statistics as to the cost of living that railroad employees cannot live upon their wages is simply absurd.

"What the executives want to do is to get together and determine that railroad wages shall go down, not up, and that the uneconomic proposition of more pay for overtime shall be eliminated; and that men must perform their duties if they are going to hold their jobs; and that they must give service for money paid them; and that an issue will be made now as to whether or not the managers shall operate their properties or the employees. It may cause some temporary commotion and disruption of the situation by taking that kind of a stand, but it is the only kind of a stand that is going to save the railroads for private ownership. If the executives do not do it, mark my words, that the end of this whole situation will be governmental ownership of railroads, and nothing more disastrous could come to the country than that."

The writer of that letter, in sending a copy of it to the MANUFACTURERS RECORD, said:

"The truth of it is that the executives of the railroads for years have been hired men. They have had little, if any, financial interest in the properties that they had in their keeping; and I do not care what the ability of a man may be, he cannot properly manage and operate a large financial interest unless he himself has a financial interest in the operations thereof. I have been surprised in coming in contact with many of the railway executives to find what really limited vision many of them have and what an awful lack of courage nearly all of them have. The one thing that is more necessary now in this country than any other, to bring it to a so-called normal basis, is that labor shall be efficient, loyal and honest. And the place to start in demanding efficiency, honesty and loyalty among employees is with the transportation systems of this country, because the management will get greater support from the people, because transportation affects everyone in the United States.

"The executives of the railroad companies should form a committee of about 10 men and see the President of the United States and tell him that the future welfare and prosperity of this country demands that the managers of railroad properties shall, in fact, manage them, instead of the employees, and that they are

going to do that in the future, irrespective of cost; that they want to know whether they are going to have the support of the Executive of the United States if they take that step; that conditions now are intolerable and cannot be remedied without the aid of the Executive of this country. The matter can be placed before him in such a light by intelligent men that he will be bound to promise them the support of the forces of law in this country. If this is done, and the managers have the common sense and intelligence to take care of the situation thereafter, it will take, in my opinion, about two months to straighten out the transportation system of the country. Then the rest will follow. Hunting so-called profiteers and prosecuting men for selling sugar and clothing at so-called fictitious prices, in view of this all-absorbing and greater and fundamental question, is ridiculous and absurd in the extreme. And there seems to be no official in Washington having the nerve to correctly state the situation and point out the fundamental trouble for the present high cost of living."

Prior to the return of the railroads to private ownership the Manufacturers Record warned the railroad managers and the country that the dishonest element among railroad employees and those who favored Government ownership would do all in their power to make private ownership a failure. We believed then, and we still believe that the aim of this element in railroad employment is to delay traffic, to co-operate in bringing about congestion of freight and to do everything in their power to prove to the country that private ownership is a failure, and thus throw railroads into Government ownership in order that they may continue to dictate to the Government as they have done since the Adamson bill was passed in 1916.

Inefficiency in work and a definite campaign of slackerism can be counted upon on the part of every railroad employee who wants Government ownership, or of every employee who is dishonest at heart and seeks to rob the road and the public for his individual benefit.

Men have been taught by the Government itself to lessen their hours of work and to lessen their efficiency. They have gladly accepted these governmental directions and have learned their lessons well. From labor leaders and labor agitators generally they have heard reiterated year after year that the less work one man did the greater would be the number of men to be employed, a doctrine as false as the heart of the men who uttered it, but some railroad employees and other men have been made to believe it.

The situation as presented in the two letters from which we have quoted, one to a railroad president and one to the MANUFACTURERS RECORD, present the matter in such a clear light as to demand the careful consideration of the whole country.

### BRITISH OFFICIAL FIRED BECAUSE HE ADVOCATED EGYPT RAISE LESS COTTON AND MORE FOOD.

ANNOUNCEMENT of the retirement of Sir Paul Harvey, Financial Adviser to the Government of Egypt, to take effect in the fall, is made by the Whaley-Eaton Service. He advised the restriction of cotton crops so that sufficient food for the native supply could be produced. It is stated that British cotton interests have resented this attitude bitterly, and have been demanding that Sir Paul Harvey be permitted to resign. The issue involved is likely to bring sensational developments later in the year. What a mighty power the English cotton interests wield! With a sweep of the hand a Government official in Egypt loses his official head because he even dares to urge people to produce their own food.



## THE SITUATION IN INDIA AS SEEN BY A CALCUTTA BUSINESS MAN.

**W**RITING from Calcutta as to the conditions in India. Mr. Parabodh Chandra Ghosh, managing partner of Messrs. S. G. Hoosein & Co., says:

"I read your journal every week with great interest. Myself and many of my literary friends admire your articles, keen foresight, indomitable energy, justice, nobleness and earnest and sincere devotion to your country pervade every line of your articles, and your journal is a boon to us. The excellent parable published in your issue of February 12 last I consider applicable to our case, Europe and America—the two rich men and India the beggar.

"In your issue of same date I find an article, 'East India's Low Wages and Their Possible Effect on America.' I do not agree with your views expressed therein. I express my views in a separate sheet of paper, enclosed herewith, which I trust you will kindly publish in your journal at an early date and oblige."

The letter of Mr. Ghosh for publication is an interesting statement of some facts connected with that country as viewed by him, and we are glad to give it space. It is as follows:

"I am extremely thankful to you for the favor you have shown towards me in publishing a letter of my firm in your valuable journal of February 12, 1920. I am sorry to find that you have taken a mistaken view of the question of low wages of the people of India and their possible effects on America.

"I do not know the economic condition of China and Japan, but as far as I know of India I can say that living wages India always had. During the Hindu-Buddhist-Mohammedan period, and also at the beginning of the British rule, laborers used to get very small wages, but they were happy and contented. Our Bharat Mata (Mother of India), sitting on her pompous throne like a queen, dazzled the eyes of foreign travelers and evoked their jealous eyes. There was then no drainage of our foodstuffs and no importation from any foreign land. India was then the mother of textile industry. Her sons used to grow their own cotton, and with their simple looms manufacture the finest Bengal muslins, coarse, middle and fine cloths, either plain or striped: coarse and fine calicoes, colored shawls and sashes, coarse and fine purple goods, as well as pieces of gold embroidery, spun silks and furs. This can be proved from our own as well as Mohammedan literature, historical works written by foreigners and books of travels by foreign travelers. This is not the place to deal with these questions in detail, so I refrain from doing so.

"To advance the rate of wages as suggested by you will not mitigate the sufferings of our people in any way. If you allow fourfold wages to a laborer, and still allow the exportations of our foodstuffs to be continued in this way, you cannot raise the plane of living. If you propose to swamp India with importations of foreign articles, without protecting the indigenous industries by an adequate tariff or devising proper means to provide for suitable industrial and technological education and to develop our existing indigenous industries, the hunger and starvation of the millions will never be removed from the country and the sounds of death knell will be heard always and everywhere.

"Whatever may be the reasons we have nearly lost almost all our indigenous industries, even our world-renowned homespun cotton industry, and our living, manners and education, even our character have been changed for the worse. We are accustomed to take luxury as our necessity. We are dependent on foreign countries for every article, whether it be for our necessity or luxury; even we are to look wistfully for our waist-thread from France or other countries.

"Such is the condition of India at present; so you need not be afraid of swamping America with our goods produced at a rate of wages which would be destructive of every interest in your country; and no protective tariff would be necessary. Your countrymen along with other foreigners will get the benefit of low wages in our country, as they are swamping every corner of India from day to day. You will get all the benefits of our resources, and we shall be simply hewers of wood and drawers of water, and die by thousands every year of starvation, famine, malaria, plague, smallpox and cholera.

"Until we get full autonomy from our benign government, and until fiscal administration is handed over to us, our situation will not be changed in the least. To keep us alive till then we appeal to you, and we appeal again to your countrymen through your renowned journal to sacrifice a little for poor India.

"America needs to have its heart touched. It needs to learn sacrifice that it may serve and save others.

"I hope America will not shut its eyes, stop its ears and close its heart to humanity's call for help in order to hug its wealth the more closely to its bosom."

## IS IT "SLUSH?"

Editor *Manufacturers Record*: Henderson, N. C., May 29.

When I gave your representative recently a subscription to the *MANUFACTURERS RECORD* I did so on your representative's positive statement that your editor was not a Republican, that he was non-partisan, or independent, as an editor.

I note in each issue what seems to me to be clear Republican canter, harsh, carping criticism of President Wilson and his administration. I positively refuse to read any more of your slush. Please return the good money I sent you for this subscription and oblige,

Yours very truly,

D. A. NEESE.

Needless to say, the *MANUFACTURERS RECORD* is today, as it has been for thirty-eight years, an absolutely independent non-partisan newspaper. It speaks what it believes to be for the best good of the country, and if Mr. Neese thinks what appears in its columns "slush," his views are somewhat different from those of many thousands of business men throughout the country, who, to say the least, are rather enthusiastic about the work of this paper.

In times past the *MANUFACTURERS RECORD* aggressively criticized Mr. Roosevelt when he was President and Mr. Taft when he was President, and while it refuses to publish anything of a scurrilous nature or sharp criticism of Mr. Wilson personally from any of its readers, and such letters are sometimes received, it does not for a moment hesitate to criticize his policies or the policies of any other man which it believes may be to the injury of the country. It is interesting in this connection, however, to say that the criticisms of Mr. Roosevelt never in the slightest lessened his appreciation of the work of the *MANUFACTURERS RECORD*, and we had from him many cordial letters of enthusiastic commendation of the work of this paper. Nor was Mr. Taft ever disposed to withhold his appreciation of the *MANUFACTURERS RECORD*'s work because it criticized him. And it may be strange to Mr. Neese to know that we have from President Wilson a great many letters of the most cordial character and of expressions of high appreciation of the work which it did during the war in behalf of America and of civilization.

It may not be altogether inappropriate to say, merely as a matter of possible interest, that among men of note who wrote in commendation of our war work are

Lloyd George.  
Lord Northcliff.  
A. N. Balfour.  
A. Bonar Law.  
Rudyard Kipling.  
The Lord Mayor of London.  
The President of the French Republic.  
Marshal Foch.  
General Petain.  
General Robertson.  
The King of Belgium.  
Sir Douglas Haig.  
General Pershing.  
Admiral Sims.  
Clemenceau, and a host of others.

There are probably few business offices in this country that have so remarkable a lot of autographs of the great men of the world, the leaders in the fight for the world's civilization, as are to be found in this office.

As Mr. Neese feels that the matter which appears in the *MANUFACTURERS RECORD* is "slush" and desired the return of his subscription price, the business office complied with his request with only one regret, and that is, that he thus denies himself the privilege of learning the things which would make for his own benefit and that of the nation.

What a pity that the finances of the richest country on earth are so badly managed that we are becoming as to finances the joke of the world.

## Will the Mohammedan World Unite With Germany and Russia?

OMINOUS reports, passed over lightly by many people, here and there cropping out at times in one place and another, indicate that great dangers are ahead of the world and that there is still a possibility of a renewal of war which may shake the foundations of civilization to a greater extent than the accursed war of Germany upon the world. Germany is biding its time. It has no thought of repentance, no thought whatever of remaining a conquered country. Indeed, it does not believe that it has been conquered. Its people, driven back for the time being into their own land, are putting forth endless pleas of poverty and inability to pay a war indemnity. This is camouflage, and Germany is working the game to the limit. That there is poverty no one will deny. But eagerly, with untiring energy, the military leaders who are still in control are feverishly carrying on the campaign for maintaining a standing army contrary to the terms of the Peace Treaty. They are hiding back in unsuspected places guns, large and small. Every power of the chemist is being used to create new and more deadly gases than those with which Germany cursed the world for four long years.

German officers are in control to a large extent of the Russian situation. Trotsky went from this country under German influence and working in co-operation with Germany. Lenine, his associate, was carried across the German Empire in a special train to meet Trotsky, and the two, working for Germany and in harmony with Germany, wrought the mighty havoc seen in Russia.

But there are still about 180,000,000 people living in Russia, the greatest man-power potentiality for war of any nation in the world except China. Russia has three times the area of the United States. It is one of the most richly endowed regions on earth in minerals, timber and agricultural resources. It can feed itself and many millions of other people. It can clothe its people with cotton and wool to a very large extent, and it has the raw materials out of which to arm them.

With Germany working sedulously to secure control of Russia, and with this combination reaching a dangerous point of realization, no wonder Germany becomes impudent when it answers the demands of the Allies. Germany knows that the seed of poison which it began to sow before the armistice, and which it sowed with unceasing energy during all the peace negotiations and is still sowing broadcast over the world through every Bolshevik and every traitor to civilization, carries on its work of evil, and it looks forward to "the day" when once more Germany will match its strength, backed by Russian strength, against civilization.

Perchance other countries may be allied with Germany. Turkey and the whole Mohammedan world may yet become involved in a gigantic struggle of the Moslems against Christianity. There are fearful mutterings in the East, and we must bear in mind that there are hundreds of millions of Mohammedans who look to the conquering of the Christian world by the power of the sword.

Germany showed its willingness to have as its allies against Christianity the unspeakable Turk and all the influences of the Moslem world. It gloried in the horrors which the Turks committed, and, indeed, it taught the Turk new forms of atrocities.

With Bolshevism in Russia pushing on down to Persia, stretching its malign influences across to India and out into all the Moslem nations; with Germany steadily, noiselessly, but none the less effectively, getting Russia under the control of its military spirit and ready at any moment to join with Turkey as against civilization, he would indeed be a foolish man who does not see the supreme necessity of America being prepared to meet every emergency which may come upon us in the future.

There are other possibilities in the Orient connected with this situation which add to the alarming outlook.

In all the Balkans, where wars have been the order of the day for thousands of years, the fires of evil are always lighted and only need some little puff of wind to be fanned into a flame of active fighting on the battlefield.

Little do the people who want to drive America into a mandate over Armenia realize the dangers which we would immediately face in the hostility of the Moslem world which our coming would be certain to develop.

Some years ago the writer was discussing with a very learned, far-seeing minister the question as to whether the time had not come when all Europe and America could safely begin disarmament. But the man of peace, the minister of the Gospel, took the ground that hundreds of millions of Mohammedans were only waiting for the time to come when, seeing that America and Europe were powerless through disarmament, would break loose and overrun all civilization. Every man who has watched the situation in the East during the last year or two has seen the danger of the possible fulfillment of that view.

When America and the Allies halted in their march "On to Berlin," when they made the greatest blunder in human history in not compelling the absolute, unconditional surrender of the German army, and in Berlin and in Vienna and in Constantinople settling for centuries to come the situation of these then conquered countries and of their influence on the world, they gave to these nations the power to rebuild their armies, to make new alliances and to prepare for the great struggle which menaces us in the future. That monumental blunder of human history which stopped our triumphant armies short of their destination will yet cost this country and civilization many times as many lives and many, many times as much wealth as it would have cost to have seen millions of Allied and American troops marching down the streets of the three great capitals of the three great criminal nations of all time.

### BEWARE OF EFFORTS TO MISLEAD AS TO THE LEAGUE OF NATIONS.

FRANTIC efforts will be made during the coming months to stampede this nation into acceptance of the League of Nations. Not only is a campaign about to be put on foot in England to breathe the breath of life into the Covenant, abolishing the Conferences of Premiers and transferring their authority to the Supreme Council of the League, but negotiations of the greatest importance are now going on looking toward the announcement at the Spa Conference of a general program of disarmament which, it is expected, would be so popular that America would swallow the League in order to get it.

It is a lie and a sham to tell the American people that they must take the League or accept the world as it was before the war. The dilemma does not exist. It is possible for a new Administration to assist the other nations in building up a tribunal of arbitration or other machinery of the kind that will be far more likely to avert unnecessary wars than the League would be. If there be a panacea, the League is not it. If disarmament is possible, it is more feasible without the League than with it as the terms of the Covenant are drawn.

Beware the processes of coercion and temptation!

Seven men holding a position of public trust dominate the financial interests of America, and through finances all business interests—a terrific power even if they were all as wise as Solomon. If their plans could be known in advance by speculators, what limitless fortunes could be made.



## A "GHOULISH" VIEW OF BUSINESS FAILURES.

**I**N discussing the question of deflation, the Bache Review says that during long-continued prosperity failures are few, but that as such a period passes a crop of failures must inevitably be anticipated, and that until this large crop of failures has been harvested there can be no permanent improvement. In other words, if an epidemic sweeps over the city, there can be no permanent improvement of its health conditions until all who have been infected are dead. That is not the way the Bache Review puts it, but that is the brutal way in which the matter might be stated as based on the apparent favor with which some bankers seem to look upon the wiping out of the weak folks. When the stock market has had a big break, the financial reports tell about all weak accounts having been sifted out, which means that people without a big bank account have been wiped out, and then they say that this sifting-out process has improved the market condition.

Referring to the fact that during periods of prosperity "unwise, venturesome and inefficiently capitalized movements spring up under impractical or speculative leadership," the Review says all goes well with them while prosperity lasts, but when the test of reversing conditions comes these shaky concerns must gradually collapse.

The Review is right in saying that this is a rather "ghoulish view" to take of the financial death of business interests, but it utters no word of protest. It is indeed ghoulish. It is on a par with the work of savages who, when the old or sick become too feeble to keep up with the mark, kill them with a club and go on. That is not more brutal than our way of dealing with weak business concerns.

Every financial death means poverty and suffering for somebody, and every failure of what is called "venturesome or inefficiently capitalized" concerns is merely financial death of some man who dared to try to achieve something for the benefit of himself and his family. We venture to say that nine-tenths of all the substantial concerns in the country have grown out of "venturesome undertakings inefficiently capitalized" at the start. But faith and grit and determination have won in the cases which live, while perchance adverse circumstances not known to the public or the refusal of just bank credit at a time like the present, when the Federal Reserve Board is trying to break down credit, has struck some concern at a vital point in a critical moment and sent it to its death.

It would be well if every failure was recognized as a disaster to the country and to the people interested; that every failure means somebody's poverty, and perhaps a broken heart for somebody, and suffering women and children. Those who talk so glibly of shaking out the weak holders of stocks in a Wall Street panic, or those who talk about weeding out the weak concerns in business, would feel quite differently if they were the ones that had to suffer, and if their wives and children had to endure the poverty which these conditions bring.

## A FLOOD OF GERMAN GOODS COMING TO THIS COUNTRY.

**T**HE prediction freely made during the war that as soon as peace was declared Germany would begin to flood this market with its manufactured products is being fulfilled. The movement is already under way on a large scale, and heavy shipments are being received by leading business houses and bankers in New York. In giving an account of this importation of German stuff to New York, the Sun of that city says:

"From practically no exports in the early months of 1919 the goods now received from Germany total hundreds of thousands of cases a month. Cargoes arriving in vessels direct from Hamburg, as well as from Dutch ports, are bringing large consign-

ments of clocks, aniline colors, acids, musical instruments, gun barrels, laces, toys, tools, earthenware and buttons. Some of these shipments, comprising hundreds of cases, are consigned to the largest financial and commercial institutions in the country. So far as these houses are concerned, the war is over and they have no prejudice against trading with Germany.

"In the month of May alone 11 vessels arrived direct from Germany, nearly every one of them heavily laden with imports. Besides this 22 vessels from Holland brought cargoes, consisting in some instances of as much as 50 per cent German merchandise."

Continuing its story as to our importations of German goods, the Sun reports the additional arrival of two steamers direct from Hamburg, one containing 3381 and the other 7885 cases of goods of the same general character as the other merchandise which had been received from Germany; and that two steamers arrived on June 7 bringing about 50,000 cases of merchandise, a large proportion of which consisted of German colors, toys and other kinds of goods in which Germany specializes.

Thus the movement of German dyes and colors and German toys and German cutlery is beginning on an enormous scale, and soon the American markets will be flooded with German-made goods produced at the low wages prevailing in that country and sold in this market at prices below the cost of manufacture in the United States. All Germany has concentrated its utmost energies to produce at the lowest possible price and to flood this country with manufactured products of all kinds. Not only will Germany seek to do this in order to find a foreign market for its goods, but it will be especially eager to break down American industry and to destroy the resentment which all decent Americans should have against an unrepentant Germany.

**German influences have been vigorously working to destroy the dye industry in order that German dyes may again capture this market, and that in this way we may be prevented from developing our chemical industries, and thus be left helpless, as we were at the beginning of the war, in chemical warfare, which will be the next great struggle whenever Germany undertakes to capture the world.**

Protection against German-made goods will be more needed than ever before. America cannot possibly, with the rate of wages which is prevailing here, compete in the cost of manufacture against the low wages prevailing in Germany.

## PETROLEUM MANUFACTURED FROM OIL-BEARING SHALES OF WEST OFFERS RAY OF HOPE FOR UNITED STATES OIL SUPPLY.

**S**CIENTISTS for some years have been working on various processes for extracting petroleum and its products from oil-bearing shale found in almost inexhaustible quantity in Colorado, Utah and other Western States. About thirty different processes for heating or cooking the shale to secure the petroleum which is in the rock in the form of carbon and hydrogen are in experimental stages. To make this oil supply available it is only a question of developing the best commercial method or methods of extracting the oil, for it is said that there is a supply of this oil-bearing rock in the one State of Colorado to run 100 retort plants using 2000 tons a day for 800 years.

Dean Victor C. Alderson of the Colorado School of Mines, in a recent statement pointing out that the crude-oil situation in this country was really alarming, said: "Our salvation lies not in drawing petroleum from oil fields, which are rapidly playing out, but from an industrial process of 'cooking' petroleum from oil shale, which abounds at the very ground surface in inexhaustible quantity in several Western States. Nature has come to the rescue with oil-bearing rock which must take the place of oil fields and 'gushers' and which brings oil production down to a manufacturing basis."

## Bankers' Criticisms of Federal Reserve Board's Curtailment of Credits

The vigorous criticism of the Federal Reserve Board in curtailment of credit, by ex-Governor Edward C. Stokes, president of the National Bank of Trenton, N. J., published in our issue of June 3, has attracted very wide attention in all parts of the country. Mr. Stokes stated the case with exceeding clearness in his arraignment of the false financial policy which is being pursued by the Federal Reserve Board in breaking down credits instead of creating credit at a time when the country needs increased production.

Among the letters which have been received, called forth by his article, are the following:

### Loans for Legitimate Enterprises Should Be Encouraged.

Continental Trust Co.,  
Joel Hurt, President.

Atlanta, Ga., June 9.

*Editor Manufacturers Record:*

The article of President E. C. Stokes on "Deflation of Currency" is particularly strong. So is your editorial on the subject. In my opinion the mistake, if any has been made, is the manner in which a check is placed; that is to say, loans of a speculative class and for luxuries should be discouraged, whereas loans required by well-established enterprises which are needed, the business of which is important, should be fostered according to the increased amount of funds needed to conduct business.

May I suggest that you make some investigation of the incompetence among some of the officials in the departments of the Government in Washington, particularly those who have not the backbone and foresight to perform the functions intended and whose thoughts seem more directed to perpetuating themselves in office than to doing the things needed.

JOEL HURT.

### Assumption of Unwarranted Power by the Federal Reserve Board Responsible for Unrest.

The Merchants' Bank & Trust Co.,

Tuscaloosa, Ala., June 9.

*Editor Manufacturers Record:*

I read with much interest and approval the article by former Governor Edward C. Stokes of Trenton, N. J.

While not in accord with Mr. Stokes as to some of the positions which he has taken, I firmly agree with him that the Federal Reserve Board, in its assumption of powers which I do not think Congress ever intended to grant it, has been largely responsible for the unrest that is existing throughout the country. The Federal Reserve Banking Law is one of the greatest pieces of constructive legislation ever enacted in the history of the world, but sometimes great things like this can be abused by people in power who have some private ends to attain.

I want to congratulate the MANUFACTURERS RECORD on the high stand which it has always taken, not only in regard to this part of the country, but as to the entire nation.

C. B. VERNER.

### President Stokes Hit the Mark—Lack of Credit Curtailing Farm Production.

The First National Bank,

Clio, S. C., June 11.

*Editor Manufacturers Record:*

I have your letter of June 4, with reprint of the article by Mr. Stokes, president of the First National Bank of Trenton, N. J., which has been read and reread by me. He certainly hits the mark when he says "high wages and the high cost of material make necessary more credit than in normal times if industry and business are to be carried on another point."

Increased credit is not the cause of high prices; increased credit is the result of high prices, and is necessary because the prices are higher. "What the country needs today is more credit, not less credit." We are in a rural district, dependent mainly on production of farm products for our support, and today are confronted with conditions that require very matured deliberations. Everything that enters into the production of the crop is very materially higher than a year ago, and this necessarily requires an expansion of credit to our customers. I could mention many of the articles that enter into the production on a comparative

basis, but feel that it is unnecessary. When we discount or borrow at higher rates than hitherto paid we must necessarily curtail loans as greatly as possible on account of our usury law in South Carolina; but this curtailment of credits will to a large extent curtail production, and we are loaning only for actual necessity, cutting out any improvements or expansion of any kind. I believe such a policy injurious to the community at large, and certainly would like to see rates reduced to such an extent that we could take care of, without injury, the requirements of the community in all matters of progress. I consider your paper a great factor in the advancement of the interest of the Southland.

H. L. GALLOWAY, President.

### Our Handling of Credit and Finance Breaks Down in Comparison With England's.

Bank of Charleston, National Banking Association,

Charleston, S. C., June 7.

*Editor Manufacturers Record:*

Receipt is acknowledged of your favor of June 4, asking for an expression of our views in regard to the present credit situation.

We enclose herewith an article, entitled "The Credit Situation, November, 1919—April, 1920," by our Mr. E. H. Pringle, Jr., which expresses our views fully.

E. H. PRINGLE, President.

The article sent by Mr. Pringle appeared in The Southern Banker for April, and, in part, is as follows:

This has been the whole question. The board has guided itself by the ratio of reserve to liabilities represented by deposits and circulating notes, and full of its own responsibility and constantly reminded by the Government that prices must be brought down if possible, they seem to have decided to restrict credit to a point that would keep the ratio of reserve to liabilities strictly within the statutory limit of 35 per cent for deposits and 40 per cent for notes, without regard for their power under the law to suspend these requirements for temporary periods. With a gold reserve of \$2,000,000,000, an increased credit structure approximately 50 per cent larger than that outstanding could be supported with the reduction of reserve from an average of, say, 38 per cent against all liabilities to an average of 25 per cent. Such additional expansion, if permitted gradually and under careful guidance, would have come about only after a considerable period, probably well over a year, and in the meantime food and raw material, locomotives and cars would have been supplied to those countries of Europe where satisfactory security and sound governmental financing were assured; so millions of men and women would have been started again to producing goods. Shipments in payment of interest and in partial liquidation of our credits would have started on a huge scale and the expansion of our financial system would have contracted naturally with the lowering of prices, the improvement of land and water transportation, with greater dispatch in loading and unloading of vessels, and the Federal Reserve System would have proved itself not only large enough and stable enough to support the business of this country, the largest industrial unit in the world, but the rest of the world's business as well. The theory underlying the Federal Reserve System is that it should be able to expand as the needs of business require and that it should contract as the demands of business decrease. Our friends, the English, through the imperfect medium of the Bank of England, with a gold reserve much less than \$200,000,000, support a huge fraction of the business of the world and do so without difficulty or at any rate without anxiety. They have absolute confidence in the correctness of the banking principles which govern their actions, knowing exactly what they are, and they have no nervous tremors when the firm rails on which they are running temporarily approach near enough to the edge of a precipice for them to look over

and see the depths below. They know they are on a rock-ballasted road, constantly maintained, and that the locomotive of business finance leading the train of British industry is not going to come to grief, and that the track, however near it may seem to the nervous observer to approach disaster will eventually lead to the desired terminus.

#### Novice in Finance.

With a machine better constructed than the Bank of England and infinitely more equipped with power, we are as little able to match her superb accomplishments in finance as the novice with a complete set of sculptor's tools is to approach what a master can do with a lump of clay and a pointed stick. The chairman of one of the five great English banks at the annual meeting in February, 1920, summed up the situation thus: "It has become evident that England will continue to be the banker of the world, although one of her customers will be richer than she."

#### The Credit Situation.

S. H. Gaitskill,

Breeder of

Shorthorn Cattle and Duroc Hogs.

McIntosh, Fla., May 6.

#### Editor Manufacturers Record:

During the war every endeavor was made to produce to help win the war; factories of almost every kind stopped their regular lines and went to work on war material. Shoe factories were put to making shoes for the Army; agricultural implement factories stopped the usual production of mowers, plows, etc. Every line possible was changed; consequently, the supply of things for civilian uses became depleted and the demand used up the accumulated supply. The war stopped short, the demand for civilian consumption jumped and the call for workmen, if possible, was accentuated. The Government had raised wages indiscriminately, thereby using any kind of labor, skilled and unskilled, thereby draining the farms of labor and production of food crops; everything produced on the farm began to slacken and has continued to get less because of the scarcity of farm labor. This will continue until the supply of manufactured products for civilian uses catches up with the demand. When the automobile factory finds it has made a few autos ahead of waiting orders, the shoe factories have to truck into the warehouses a few cases in addition to what they have orders for; they will realize it is time to slow up and begin to make according to current demands, but all of this time food supplies and food production are running down. Is it not better that the factories be told to slow up gradually before they are forced to slow up by slackening demand, and begin to stop the drainage of labor from the farms before the food supply gets seriously short?

The farmer cannot produce meat and bread to feed the people with the present supply of labor, nor can he pay the wages demanded today. Today our cattle and hogs and sheep are making their living and getting fat by grazing. This crop of grass will keep them going until cold stops the growth of grass, but if you will make a careful survey of the farms you will find a slack provision being made to fatten on grain or carry the usual number of cattle, hogs and other livestock through the coming winter.

Would it not be better to slacken upon production and be a year longer catching up with orders, let some labor drift back to the farm? Some day they may have to stop production with a bang, and at the same time realize the fact that food supplies are out.

A little lessening of credit now may stop expansion that will be beyond the needs of production in a year or two. I am not a financier, but when I bought Liberty bonds I knew the Government did not guarantee to maintain them at par until paid. It did contract to pay them off at face value when they became due and I only have the right to expect the interest as it falls due, and that I be paid face value when they are due. I don't like fictitious values; it is my privilege to sell my bonds at prevailing prices or hold them, as it is with any other property that I may own.

S. H. GAITSKILL.

Mr. Gaitskill overlooks the point we have made that the Federal Reserve Board has forced the banks to call loans on Liberty bonds, which should be the best security in the world, and thus has dishonored the nation's bonds and violated the pledges made by the banks.

### Now Is the Time Credit Is Needed to Increase Production.

American National Bank.

Knoxville, Tenn., June 7.

#### Editor Manufacturers Record:

While it is not our intention to criticize Government officials, replying to your recent letter regarding the policy pursued by the Federal Reserve Bank officials, we cannot help but feel that the brakes are being put on too much by them at this time, and if they continue to restrict credit too much, we are fearful that the situation will become hurtful to us all.

Along with Governor Stokes, we feel that now is the time that credit is needed, and in this section we already see a slowing down in building and other lines as a result of credit restrictions.

We agree with the Federal Reserve officials that speculative enterprises with respect to non-essentials should be most certainly curtailed, but the building of homes, especially the small homes, and the furnishing of essentials in lines that are short in production should be encouraged. In our minds, there are two ways of reducing the high cost of living; the first, by increasing production in all lines, and the second, by choking off credit and forcing upon the market what little reserve stock we may have now. This latter plan would temporarily result in a reduction in prices, but would within the next few months result in prices going higher than ever before.

We feel you are doing a great service to the section you serve, and we wish you success in your undertakings.

R. W. PERRY, Vice-President and Cashier.

### High Interest Rate Inflation.

[Sun and New York Herald.]

Last week's exhibit of the condition of the 12 Federal Reserve banks is a silent but damaging commentary on the 7 per cent discount rate. Taken together with the current rates paid by commercial borrowers, it is convincing proof that without the most relentless supervision of loans, the most pitiless slashing of non-essential borrowings, high discount rates mean nothing but more inflation, higher production costs and increased commodity prices. The profiteer can pay any interest rate; the ordinary producer cannot.

In spite of the higher discount rate, which was intended to discourage member banks from borrowing at the Reserve banks, last week's statement shows that members by lodging their customers' commercial paper with the central banks borrowed \$59,000,000 more than during the previous week. This additional discounting formed the basis for increased deposits all around and resulted in an addition of \$20,300,000 to the note circulation. After deducting the \$7,700,000 addition to gold holdings from the increased circulation there remains \$12,600,000 net inflation for last week alone.

Nothing vague or far-fetched is needed to explain this inflation. The 7 per cent Federal Reserve discount rate on commercial paper is contemporary with a rate on similar paper in the open market of 7½ to 8 per cent. The latter rate is what a borrower pays his bank. The former is the rate the bank pays the Reserve bank for rediscounting the same paper. A clear profit of from three-quarters of 1 per cent to 1 per cent is made by the banks in rediscounting. It is obvious that the banks are not going to cheat themselves out of such profits so long as there are those who can and will pay the exorbitant interest rates and the banks themselves can dump their paper into the Reserve banks and no questions asked.

In this country there is no such thing as a broad open market for commercial paper, such as exists in London. The banks must depend on the Reserve banks to relieve them of commercial paper in times of stringency. But right now the rediscounting represents more than a stringency. It represents a permanent, parasitic growth on the money market in the shape of higher costs caused by higher interest rates, requiring additional credit and more circulating currency, and each advance in discount rates stimulates the growth of the parasite.

The English money market is a broad affair, which takes care of commercial borrowing without the aid of the central bank except in emergencies. With a 7 per cent discount rate in London the commercial borrowing rate in the open market is from 5½ to



6½ per cent. The banks lose money if they discount their customers' paper.

The continuous decline in Liberty bond prices, due to high discount rates, may cause the Reserve Board to hesitate before raising discount rates again. But if the board persists in its belief that usury rather than careful discrimination is the only method of curbing non-essential borrowing and to bring about deflation at this time, then another rise in discount rates is liable to come.

It would be better for the whole country if the facts were faced as they are instead of as the board would like them to be. The railroads need equipment, and they must borrow to get it. Crops will be moving soon and more funds will be absorbed there. Productive industries must be financed or shortage of supply of necessities must hold up prices. Europe is determined to buy from us and to obtain what credit it can. All these are legitimate claims. But the 7 per cent bank rate punishes them more than the high profit making, non-essential borrower, who immediately jacks his selling price and passes the charge on.

It is to be hoped that before more thousands of Liberty bond buyers have been flogged out of their investments and railroad efficiency and general production further throttled, the policy of prohibitive money to any but excess profit earners will be replaced by one of careful, earnest conservation.

### The Metric System Propaganda Vigorously Denounced by Manufacturers.

Editor Manufacturers Record:

While World Trade Club is organizing meeting to push metrics, the manufacturers and business organizations meet and pass resolutions in defense of established standard and protest against the methods and propaganda of the World Trade Club.

The recent convention of the National Foreign Trade Council in San Francisco brought together large numbers of delegates to that city, and efforts were made by both the pros and cons to influence the delegates to their way of thinking on the metric question.

At the meeting of the business men above referred to, held at the Engineers' Club on the evening of May 13, a statement was given out to the effect that:

"In view of the organized and aggressive campaign now being conducted in favor of the legislation providing for the compulsory adoption of the metric system in the United States, as the sole and exclusive standard of weight and measures, it is proper that representative business organizations indicate their position with reference thereto.

"The metric system was legalized by Act of Congress in 1866, and is fully available to all who find it to their advantage to use it. We see no occasion for making its use compulsory.

"Especially at this time, when industry is being pushed to the limit by new and different problems, the introduction of this radical issue, as a further disturbing element, would be peculiarly unfortunate.

"Whatever sentiment there is for metric legislation appears to be of artificial creation, manipulated by those who have made it a private hobby.

"Irrespective of any merits the metric system may have, it is clear that under a compulsory law this country would have to face a long transition period; the introduction of a dual system, a confusion between the two systems, furnishing a most prolific source of error and expense, a cost appalling in its magnitude involved in new equipment, fixing new standards and making new drawings, disturbance of our system of interchangeable parts, recalculations of formulas, tables, price-lists, etc.; re-education of employees in the use of new units of weights and measures and other fundamental changes, such as would inevitably result in complexity and confusion where now there is uniformity and order.

"That there is no trade demand for such a revolutionary scheme is shown by the fact that American manufacturers are almost solidly arrayed against it, and that the overwhelming preponderance of the world trade is on the basis of the inch and pound.

\* \* \* The following resolutions were unanimously adopted:

"That we unqualifiedly condemn the efforts now being made for the compulsory adoption of the metric system of weights and

measures in the United States as being inimical to the industrial and commercial interests of the country.

"That we hereby register our protest to the persistent and radical propaganda now being conducted from this city (San Francisco) to secure compulsory legislation of the character mentioned. We are convinced that such efforts do not represent the prevailing sentiment of the substantial business interests of San Francisco."

AMERICAN INSTITUTE OF WEIGHTS AND MEASURES.

New York, May 27, 1920.

In this connection we have the following letters:

J. P. Davis, Assistant to the President, Belden Manufacturing Co., Chicago, Ill., writes: "Our business is insulating wires and cables, and we feel that it would be a mistake to change over to the metric system. We have had this matter up with our various factory officials, and they are not in favor of discontinuing the present English system of weights and measures. We divide inches into decimal fractions, and in weighing wire we have been dividing pounds into decimals also, having abandoned the division by ounces about 15 years ago. All our tools, jigs, blueprints, etc., are based on the English system, divided into decimal fractions, and we can see no object in changing to the metric system. It would mean a very heavy expense with us and would considerably increase the liability of error. Copper wire, which is the base of our products, is measured according to the Brown & Sharpe gauge, but we sometimes execute orders for metric sizes, but always reckon them by the equivalent decimal fraction of an inch."

From W. H. Bassett, Technical Superintendent and Metallurgist, American Brass Co., Waterbury, Conn.: "We are very much opposed to the changing over from the English to the metric system because we believe it will result in serious confusion, and we appreciate that such a change would not only be of great expense to us, but of immense expense to many of our friends. To the scientific mind in general the metric system seems to be very simple and easy to apply, but as a matter of fact we are used to dealing in common fractions rather than decimals, and even in money we divide the dollar into halves and quarters as we do the inches in our standards of measurements. Apparently the only object in changing to the metric system is to get into line with France and Germany, and this means, of course, getting out of line with England. We are inclined to the belief that we had better keep on with our own system and let the foreign people take care of themselves. When it becomes necessary to make material for shipment in the metric system it is always possible to work accordingly. There is not enough business requiring the metric system measurements to encourage a change."

### \$625,000 BANK AND OFFICE BUILDING FOR MONROE, LA.

Work is progressing on the bank and office building at Monroe, La., for the Ouachita National Bank. This structure, which is illustrated herewith, will cost about \$625,000 with its equipment.

It is a 10-story-and-basement building, 85x118 feet, and is being erected of reinforced concrete, stone, brick and terra-cotta.

Plans and specifications were prepared by Albert S. Gottlieb of New York, and the general contract awarded to the Underwood Contracting Corp. of New Orleans.



## Why America Should Not Make "The Supreme Sacrifice" by Adopting the League of Nations Covenant.

HENRY A. FORSTER, Attorney-at-Law,

New York, June 11.

*Editor Manufacturers Record:*

Now that the national convention of one great party has decided that America shall neither make "the Supreme Sacrifice" (speech of March 4, 1919) nor underwrite the war debt of Europe nor otherwise help the Hun, make no mistake about how great and sharp the conflict even in that party was.

Today's New York Sun and Herald, first page, last column, quotes the decisive struggle for Americanism against those who were misled by or else unwittingly sympathized with international financiers, as follows:

"Senator William E. Borah (Idaho) and Senator Medill McCormick (Ill.) said to Mr. Crane: 'Senator (he used to be United States Senator), we represent the liberal and the liberal-conservative followings of the party. We know just where we are at. We are not here to argue with you. We merely state to you with all respect that if you and Henry P. Davison, Thomas W. Lamont and Dwight W. Morrow, who are here from the firm of J. P. Morgan & Co., insist on a ratification plank, if you succeed in getting it approved, as you may have the power to do, then we will leave the party. Brandegee will leave the party, Johnson will leave the party. We will tell the people that you wrecked us in 1912, that your bad management made victory impossible in 1916, and that you destroyed us in 1920. Good night, sir.'

### CRANE WITHDRAWS HIS PLANK.

"And when morning came to the thirteen members of the sub-committee drafting the platform, thirteen men, red-eyed from loss of sleep, nerves a-jangle, tempers frayed, were informed that Mr. Crane had decided to withdraw the plank he had submitted and that he would have no further advice to offer or objections to make.

"That ended it. The ratificationists quit the struggle."

From January, 1914, I have devoted at least two-fifths of my time to fighting disintegrating, anti-patriotic and anti-American propaganda in many forms. Every one of the many dangerous forms of propaganda I encountered bore signs of having been backed by either some external source or by an international financier or financiers who desired to become billionaires at the cost of the United States of America making "the supreme sacrifice" and of reducing the middle class to beggary.

You have no idea how many otherwise estimable men and women, among the leaders of thought and action in this city, have been, at one time or another, completely taken in by, or else are wholly obsessed by, the international financiers and socialist propagandists, who advocate that which would inevitably result in the United States of America making "the supreme sacrifice," underwriting the entire war debt of Europe, and otherwise helping the Hun, and even of saving the Hun.

All the strength of every patriotic man and woman in the land will be required to defeat the international financiers who, in order to make themselves billionaires, are willing not merely to help the Hun, but even to save the Hun, and who regard the "supreme sacrifice" by the United States of America, underwriting of the war debt of Europe and the reducing of the middle class to beggary, as a mere incident in the establishment of a super-government of the golden calf, for the seven golden candlesticks and by the golden calf, whereby they, the international financiers, hope to become billionaires (even though in depreciated paper, international bonds and international paper money).

This is what the Republican Senators and Congressmen faced so far successfully. When you realize what they faced, and how strong was the opposition by fooled or misled leaders within their own party, you will realize why more was not accomplished by this Congress so far.

HENRY A. FORSTER.

A new record for lumber export was established at Tampa recently when 1,000,000 feet of lumber were shipped in one day from that port to Cuban ports.

## Monthly Reports from Lumber Industry to be Required by Federal Trade Commission.

Washington, June 11.—[Special.]—The Federal Trade Commission has decided to require of lumbermen monthly reports similar to those required of the coal industry. A tentative questionnaire has been sent to the lumber associations, and representatives of the associations will confer with the Commission here on July 12 as to the form of the final report sheets. It is stated that complete statistics will be required, showing all details of lumbering and marketing of product.

### An Illustration of How the South Was Built Up.

In the course of a letter called forth by a recent article in regard to the Grove Park Inn at Asheville, Mr. J. S. White of the White Furniture Co., Mebane, N. C., gives some facts in regard to how his concern succeeded in getting the contract for making the furniture for that hotel, which typifies the work of the South in rebuilding its prosperity.

When the suggestion was first made to Mr. Seely, the builder of the hotel, that the White Company be allowed to make the furniture, he questioned the possibility of its being able to do so, saying that he was going "to build the finest hotel in the world" and he wanted furniture in keeping with it. He did not at that time believe that a Southern furniture company could make furniture equal to what he desired. He was looking for simplicity and solidity rather than for the ornate, and he wanted the very best furniture that could be built.

However, the late Mr. David White, a member of the company, finally agreed to make and deliver within three weeks a test suite as against some designs which were being supplied by a Michigan factory and by the Elbert Hubbard interests. The suite was made and delivered within the specified time of three weeks after the company's own design and after the special quartered white oak had been gathered wherever it could be had by express.

As an outcome of this shipment the company received the contract for making the furniture for the hotel.

The development of the White Company is an interesting illustration of the energy and initiative and hustling qualities which have brought success to the industries of the South.

The company was started in 1881 by three White brothers without capital and with only a little sawmill. Indeed, it started with less than no capital, since some members of the firm had assumed an indebtedness of \$25,000 of their father's estate, for which, though not morally or legally bound, they felt that they should be responsible. Thus at its start the company was not only without capital, but two of its members assumed this debt for outside obligations. Most of the workmen, it is said, had never been in another furniture factory. They are native-born, and many of them are as skilled as any wood workers to be found anywhere.

Out of that unpromising start in 1881 the company has developed to a point where it is now producing an output of \$1,500,000 a year.

A letter from Mr. J. S. White suggests one point which needs to be impressed upon the South. Referring to the obstacles which his company had to overcome as typical of those which the South had to face, he writes: "Our success was obtained in spite of obstacles and also against the prejudices existing in the South against Southern-made goods. It is much easier to sell such stores as Lit Brothers, Wannamaker, Strawbridge & Clothier, Snellenburg and Gimbel Brothers in Philadelphia, all of whom are customers of ours, than it is to sell many of the Southern stores."

One of the great mistakes which the South has made, handicapping all of its operations, has been the disposition of many of its people not to buy goods produced in their own section. It sometimes happens by reason of this condition that goods made in the South are shipped North, rehandled, packed and shipped back to the South as Northern-made goods, and immediately they command a readier market than if it were known that they were made in the South. It is true of Southern-made goods as it is of the prophet, for a prophet has honor elsewhere to a far greater extent than in his own country, or, as the Bible puts it, "A prophet is not without honor save in his own country."

The greatest prosperity of the South will come when its own people have faith in the character of its own products.



# One Big Union of Patriots Called For to Safeguard Nation's Life

By ANNIE S. PECK, New York.

When our ancestors, from individual, independent States, created this great nation, they doubtless believed it to be a sufficient union. But times have changed. Now we have unions galore, great and small; yet there is need of still another; not the big union which some would form of so-called laboring men, as if we do not all labor, nor yet the middle class union suggested by Mr. Depew. We hear, too, much of classes. The union that I propose is a **UNION OF PATRIOTS**. Assuredly this should comprise the large majority of the people, men and women, rich and poor alike, those who work together, whether with hand or brain, in the home or outside; even those who do not work at all (if any such there be), but who *can* work, and who at heart are patriots, though they have not thought much about it, else they would not be idle. This union then would comprise all persons who in the last analysis place the welfare of the whole country, the good of all the people, above their individual ease or pocketbook, although general and active co-operation in such a union will in the long run be of advantage to everyone's pocketbook.

**The purpose of this Big Union of Patriots would be twofold: The preservation of law and order, the security of life and property under any and all circumstances, and the continuous operation of all activities directly essential to our everyday life.**

In New York city during the war we had a Home Guard, which could be assembled on the instant in case of emergency. It performed some useful service, and who can say how much more *might* have been needed but for the knowledge that the Guard was efficiently organized and ready. In addition to the regular police force, however excellent, a supplementary organization of Minute Men as a branch of the Patriotic Union, during a few years of probable unrest, will be a timely precaution against riot or mob rule in many of our large cities.

To keep in operation the varied activities needful for our daily life we must have, further, a nation-wide organization of strike-breakers—scabs, if you like to call them so—a name which should become honorable.

A democracy, as a rule, is a slow-moving form of government. Legislators and executives, who *should* be leaders, are so fearful that the people will not follow them and grant them re-election, that they wait with ear to the ground, frequently till they are pushed forward.

Everyone now may perceive, as some few did earlier, that we were two years too late in entering the war, thus costing the world millions more of lives, billions more of dollars, two additional years of infinite suffering, the present exhaustion of Europe, unrest, and anarchy threatening to overspread the earth.

The vital question now before us is, Shall we repeat our blunder? Will the good-natured, slow-thinking public sit idly by until actual starvation threatens or arrives, our cities are given over to anarchy and plunder and our Government destroyed, because the idea prevails that as this is a free country everyone must be allowed to strike for any or for no reason, and no one must take his place?

**If we would avoid trouble of the most dangerous character it must be nipped in the bud. Is this seeing red? By no means. It is merely advising that we take sensible precautions. What have we not seen within the year? Strikes by railway employes of many varieties, of those on city car lines, strikes of boatmen and dockmen, strikes of miners and factory workers, of expressmen, and hundreds more. Foodstuffs decay, chickens starve, market gardeners are ruined by the loss of their market for produce, prices continue to advance, factory workers are thrown out of employment for lack of coal, building operations are suspended for lack of steel, ships lie in the harbor wasting thousands of dollars a day for want of freight or fuel, and few do anything but groan about the high cost of living, which higher and still higher wages, shorter hours of work or no work at all, are bound to increase.**

At last there was a straw too much. The strike on the local railways, interfering with the commuters, aroused many. It was discovered that some men with brains and muscle as well; also

some college students. They could stoke an engine; some could even run a train.

Surely education is needed that workers may see their interdependence; that they cannot prosper long unless the capitalists do also; that the nation's business cannot flourish without foreign commerce; that this country will share the calamity if disaster overwhelms Europe; that the nation's orgy of extravagance cannot last, and that it behooves everyone to save in preparation for darker days that are bound to come.

But education is a slow process; meanwhile, we must prepare for eventualities. The prudent man or woman guards against dangers; is ready for emergencies.

What *now* should we do? Enlist in a nation-wide organization (that must be formed) with a pledge, each to perform such labor as he is able at whatever time of emergency it may be required. This applies to every man and woman possessing either genuine patriotism and concern for the general welfare, or selfish enlightened foresight for the safety of himself and family. And no one needs this foresight more than the ordinary day laborer. During the war all up to the age of 50 were asked to register for service. The volunteers for this mobilization should have no age limit save that one should be full grown and capable, however old, of performing certain specified service.

In volunteering, everyone should state his or her qualifications; what he can do best, what he *might* do if necessary. Brain workers have more or less muscle; many can use the latter as well as the former; others can develop it. Recently I heard of a Harvard graduate whose brain labor was not sufficiently profitable, and who worked three nights a week as stevedore to eke out a living. Few are the necessary jobs that could not be filled temporarily by amateurs. Any woman of average strength can act as a car conductor; a person of intelligence would require slight training to serve as a motorman.

This great Union of Patriots must be well organized, nationwide, with an efficient executive board. It must be non-political, including members of all parties; hence unconnected with the Government, though at the service of the Government. Its purpose would not be to destroy labor unions or to interfere with them save where they interfere with the general welfare and with the orderly life of the nation.

**It should be clearly understood, as this is a free country, that when persons quit work others have a right to take their places without risking their lives; that this country is to be governed by the majority, not by the violence of a minority.**

When we read that the first cargo of fruit and vegetables in six weeks was unloaded in New York May 1, we cannot wonder that potatoes were 15 cents a pound, and we perceive the necessity of preventing a recurrence and an extension of things of that nature.

In order that the Union of Patriots may be more effective, the members, so far as convenient, should receive instruction (if not already capable) in one or in several lines. Brain workers would be more benefited by employing a part of their leisure in useful exercise than in patronizing movies, and devotees of golf or other sports might better devote some of the time to more practical preparation for dangerous emergencies.

As during the war many women learned to drive motor trucks, so those who are unfettered by the care of children or other duties may qualify for efficient service in time of need, when they would abandon for the moment store, school, office or society, to save the city or country from disaster. An ounce of prevention, let us remember, is worth a pound of cure, and untold calamities may be forestalled by being prepared.

The Home guard would aid the police in giving the strike-breakers needful protection. It is high time that they were protected everywhere, and that all who wish to work should have that privilege, whether they belong to a labor union or not. This is not a free country otherwise. One may smile at the boast that there was no violence in such and such a strike. Why wasn't there? **Simply because the operator and the workmen dared not attempt to keep shop or factory open.** That sort of thing

has gone on long enough. We should have a government with sufficient courage and strength to protect anyone anywhere in his desire to work, whether a regular employe or a strike-breaker.

We sympathize with those who have an insufficient wage (many of us are obliged to practice small economies ourselves, even to go without silk stockings), but we urge patience and arbitration; we have no sympathy for drivers of milk wagons who refuse to drive more than three hours a day for \$40 a week, or with men earning \$7 or \$20 a day who decline to work more than three days a week.

In some kinds of employment, such as the clothing industry, there is not the same necessity for strikebreakers. True, in this climate we need clothes, but most of us have a few old ones that would do a little longer. The basic industries, however, such as coal, steel and transportation, local and foreign, must go on without interference; none should be allowed even for a day. The spectacle of ships tied up for weeks in our harbors for lack of coal or freight handlers is an outrage which should not have been permitted in this period of high prices at home and starving thousands abroad.

These strikes for ever higher wages or for political reasons, with continually increasing costs, and the prospect of starvation, must be halted; a Patriots' Union speedily organized will bring this about. Patience, hard work, greater production are needed instead of fewer hours of labor. Until sanity once more prevails the need of this Big Union of Patriots is evident. Trouble reigns the world over; greater trouble for us is forecast. We must be forearmed.

### New York, in Fighting for Independence from Radical Labor Domination, Sets the Country a Good Example.

New York, N. Y., June 14—[Special.]—Active efforts of the Citizens' Transportation Committee, an organization formed by the Merchants' Association to break the port tie-up here, have begun, and a fleet of independent trucks, operated for the most part by former service men, is busy hauling freight from the piers where it has lain idle for weeks because of labor difficulties growing out of the strike of coastwise longshoremen.

The committee has available a large part of a \$5,000,000 fund to finance its efforts, and is supported by the largest business interests in the city. It acted after mature deliberation and after the tieup had begun to threaten almost the life of the city. In addition to huge quantities of perishable freight that was spoiled, building activities have been almost totally paralyzed here because of the inability to get materials, and many industries faced complete shutdowns.

There is a serious shortage of all-important materials today, and with the city facing the gravest housing shortage in its history, relief will be greatly delayed by the series of strikes along the waterfront.

While the committee declares it is not fighting the unions, union leaders here have taken establishment of the independent trucking system as a challenge for a fight on open-shop principles, and are seeking the support of the entire American Federation of Labor in their efforts to regain complete control of the situation. They threaten a complete breakdown of all harbor facilities unless the independent trucks are withdrawn and all efforts to combat the unions dropped. They say, further, that if a strike is called here it will spread to other Eastern ports.

Because of the number of ex-service men handling the independent trucks, union officials are criticising the American Legion, saying that organization is taking sides in a quarrel between labor and capital. This Legion officials deny, declaring its members are free to work where and for whom they please, and that the organization as such is not partisan.

The committee's trucking system is being directed by former army officers and is worked out along the lines of transportation service units.

### To Mine Mica and Allied Minerals.

Eight hundred acres of mica and allied minerals will be developed by the Milton Mica Co., Richmond, Va., organized with \$100,000 capital and F. L. Sparks as president. Compressors, hammers, hoists, presses, dies, grinding machines and other equipment will be installed, prices on these now being invited.

### Concrete Illustrations of Reduced Work by Union Labor in New Orleans Show Remarkable Facts.

New Orleans, La., June 12—[Special.]—Figures showing the let-down in efficiency of union labor during the past few years have been compiled by E. E. Lamberton, in charge of operations of the Southern Pacific Steamship Co. in New Orleans. The claim is often made that union labor man-power production is lower than it used to be, but such convincing proof is seldom produced.

The figures cover 15 consecutive ship arrivals in 1914 and 15 consecutive arrivals of the same vessels in 1919-20 at the same wharf and carrying the same kind of cargo which was handled under identical conditions and by practically the same men.

These figures show that in 1914 an average of 793 pounds per man-hour was handled at the Southern Pacific piers, whereas in 1920 the total had dropped to 547 pounds per man-hour, a 43 per cent decline in efficiency. Wages had in the meantime doubled.

The figures also show that theft on the docks increased enormously. The total claims paid for pilferage for the 15 voyages in 1914 amounted to only \$94.60; in 1920 they had leaped to \$20,164.54.

The coastwise longshoremen's union in question defied the Government and struck early in the year. The Government had charge of the railroads, one of which operated this line. The men asked for an increase in wages. The Government said the demand could not be met. The men struck, defying the Government not only constructively, but actively and intentionally, as their expressions showed.

The Southern Pacific is now operating on an open-shop basis. It is safe to say the Southern Pacific will never again recognize this union.

Following is Mr. Lamberton's deadly efficiency analysis:

#### MAN-HOUR EFFICIENCY.

(Unloading Cargoes at Sunset Docks, New Orleans.)

##### STEAMSHIP CREOLE.

(Trip Nos. 104 to 108.) (Trip Nos. 187 to 191.)

1914			1919-20		
Total man-hours.	Total tons.	Average pounds per man-hour.	Total man-hours.	Total tons.	Average pounds per man-hour.
Total .....	22,975	8,630	36,996	10,631	2,863.8
Average .....	4,595	1,726	7,399	2,126	574.6

##### STEAMSHIP MOMUS.

(Trip Nos. 153 to 157.) (Trip Nos. 233 to 237.)

Total .....	27,003	10,329	3,833.4	33,429	8,713	2,606.8
Average .....	5,401	2,066	775.0	6,686	1,743	521.2

##### STEAMSHIP COMUS.

(Trip Nos. 243 to 247.) (Trip Nos. 341 to 345.)

Total .....	20,218	7,872	3,890.8	28,638	7,748	2,741.4
Average .....	4,044	1,574	778.6	5,728	1,550	540.8

Grand total, 15 ships. 70,196 26,831 793.0 99,063 27,092 547.0

An average of 547 pounds per man-hour, a 43 per cent decline in efficiency.

#### PILFERAGE ON SOUTHERN PACIFIC DOCKS.

1914. 1919-20.

##### STEAMSHIP CREOLE.

(Trip Nos. 104 to 108.) (Trip Nos. 187 to 191.)  
9 claims paid, totaling \$39.77. 241 claims paid, totaling \$10,029.55.

##### STEAMSHIP MOMUS.

(Trip Nos. 153 to 157.) (Trip Nos. 233 to 237.)  
12 claims paid, totaling \$36.79. 255 claims paid, totaling \$6884.35.

##### STEAMSHIP COMUS.

(Trip Nos. 243 to 247.) (Trip Nos. 341 to 345.)  
13 claims paid, totaling \$28.05. 159 claims paid, totaling \$3250.34.

#### GRAND TOTAL FOR 15 ARRIVALS.

43 claims paid, totaling \$94.60. 655 claims paid, totaling \$20,164.54.

## For Larger Food Supplies or Famine Scarcity

[The menace of a food famine, which one of the leading agricultural editors of the West outlines in the following article, has for several years been constantly stressed by the Manufacturers Record. Every point so forcibly made in this article is in direct harmony with the views expressed from time to time by this paper, and we are glad to publish such ample proof of what we have been saying. The point made in regard to the financial loss due to depreciation of soil brings to mind a letter to the Manufacturers Record written fifteen or twenty years ago by Mr. Edward Atkinson, the well-known Boston political economist, in which he expressed the belief that the depreciation in the South's soil since 1865, if it could be stated in dollars, would fully equal the entire increase in industrial and railroad projects at that time. This enormous loss, however, does not appear in any balance sheet of the wheat or cotton grower. Mr. Nichols' statement that Kansas farmers actually lost money on wheat at last year's prices will astonish most people.—Editor Manufacturers Record.]

By F. B. NICHOLS, Managing Editor The Capper Farm Press, Topeka, Kans.

A larger supply of farm labor must become available or the nation will be confronted with the most serious food shortage in the winter of 1921-22 that it has ever known. It is probable that the food situation will not be so acute this coming winter as it otherwise would be because of the considerable carry-over of some of the main crops, especially wheat. A shortage of freight cars has prevented the normal marketing of last year's crop.

But production is being cut down greatly this year, and if this is continued into next year, as there is every indication that it will be, the standard of living will have to be reduced in many families. Some of the people of the cities will go hungry unless they go back to the farm, where a considerable number of them belong, and become producers instead of consumers. To bring this change about we will have to correct some abnormal tendencies in our economic life.

Briefly, prices must be paid for food that will allow a farmer to compete with the city in hiring the labor needed in producing agricultural products. If this is done, the other abnormal factors of country life in its relation to city living will adjust themselves. As the economic situation is now, the city employer can pay more than farmers can afford, and the young men simply go where the best wages prevail. This has been especially evident in the Detroit district, where there has been an abnormal demand for laborers in the automobile factories. The production of food from farms 100 miles or less from that city is being reduced greatly this season. In some communities all of the hired men are gone; only the owners remain, and they are going ahead the best they can, spreading their labor out over a larger acreage, and thus reducing the acre production of food.

This same condition exists around every large city. It is true even in the Middle West, the food center of the world. The head of the free employment service in the good agricultural State of Iowa reports that only one-third of the young men who were in the army and navy of the State and originally from the farms are returning to the country. More than 35,000 men and boys have left the farms of New York in the last year. And so the ghastly record goes.

In a very large proportion of the cases of the men interviewed recently the principal reason given for leaving the country for the city is the larger wages that can be obtained. Of course, there is the appeal of the moving-picture shows and the lights of the great White Way, but the primary thing has been the economic factor. The movement has now gone so far that a food shortage is inevitable, but the worst consequences can be avoided by a little more common sense—by a willingness to allow agricultural returns which will be large enough to keep up the production.

Prices have been below the cost of production with food for many years except under the most favorable conditions. This situation was brought about in an especially evident way in the era following the Civil War, when the great Middle West was settled. There was a huge overproduction of food from the farms of Illinois, Iowa, Missouri, Kansas and the surrounding States, prices naturally going down to low levels that were simply silly. The days of corn selling for 13 cents a bushel and wheat for 35 cents still are fresh in the minds of many of the present generation of farmers. The great manufacturing business of America was built on this cheap food—and these days will never come again. The huge centers of industrial life have grown until one farm family is now supporting two city families, and it will not be long until one farm family is growing food for three city families.

In those earlier days the fertility of the soil was not taken into account in the sale of food; the producers were really miners

instead of farmers. As a result the fertility has been getting lower and lower every year, until on many fields in the older sections it has passed below the limit of profitable production. It is true that the fertility can be increased by the use of commercial fertilizers and the growing of legumes, but the commercial fertilizers are expensive, and this charge must enter into food costs from now on. The deposits in the Fertility Bank of the Ages are getting at a low point; we must live on income and not capital in the future, or the proportion of fields which have passed below the limit of profitable crop production will increase rapidly.

Some indication of the seriousness of the economic position in which agriculture has found itself is shown by an investigation by J. C. Mohler, secretary of the Kansas State Board of Agriculture. **The wheat crop in that State last year was produced at a loss of 43 cents an acre. Kansas is a good winter wheat State, well adapted to the production of this great bread crop, and the yield was fairly good in most sections.**

In speaking of this investigation Mr. Mohler said: "While the loss shown on the returns was but 43 cents an acre, in the main wheat belt (Central Kansas) the loss reaches \$1.25 an acre. Of the total wheat acreage of the State, 76 per cent shows a loss and 24 per cent a gain. But these amounts do not show the full extent of the loss, because in calculating the cost of production in this investigation nothing has been charged for the loss of fertility by the soil; nothing has been allowed the farmer in the nature of overtime pay for long working days in the busy season; and no account has been taken of time lost through the seasonal nature of his vocation. In sections of the State in which wheat is grown extensively as the chief money crop the farmer often lives on the land the year through to secure little but this one crop, although it is impossible to put in all his time in work directly for the crop. During the busy seasons working days of 12 to 16 hours are not uncommon. Authorities on crop production usually estimate the value of the fertility removed from the soil by a crop of wheat at several dollars an acre. As wheat growing is carried on in Kansas, these three factors add materially to the cost of production, but we know of no method by which they can be determined and set down in the expense account.

"If the return from the crop had been exactly equal to the cost of production as calculated in this investigation, and if no charge is made for the three items just mentioned, the average farmer would have received: A moderate rate of interest (5 per cent) for the use of capital represented by land, buildings, and equipment used for wheat. The going wage of a farm hand for his labor, or, for the greater portion of the time devoted to wheat, \$55 a month and board. A compensation of \$2.50 a day for his services as a manager for the time devoted to wheat, a period averaging 97 days. Sufficient allowances to cover necessary repairs and replacements. One-third his house rent. Partial protection against a failure of the crop, through charging to acres harvested the cost of seed and seed-bed preparation for acres that are on the average abandoned annually.

"But the average farmer failed, in fact, to secure such compensation by the amounts shown in the preceding statement plus the loss sustained in the depletion of the soil, the lack of compensation for 'overtime,' and the lack of profitable employment for a portion of the year.

"A reasonable profit in farming calls for a return from the use of capital and labor commensurate with that secured in other essential industries, resulting in a net gain in good years to offset losses in lean years. Money in a wheat grower's hands at the end of the season does not necessarily imply such a profit, for even a low rate of interest on the enormous aggregate capital employed in farming means a large sum; mainly through what they do

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without, for the personal expenses of farmers are much less than those of men who devote equivalent skill or capital to other enterprises; horse-keep does not require much cash outlay; the family draws little or no pay, though often doing much work; on many farms only the most pressing repairs are kept up, and rarely is anything definitely set aside to cover depreciation in buildings, machinery, or the fertility of the soil. In other words, the farmer's return from a wheat crop is mainly in cash, and, broadly speaking, in a lump sum, while many of the expenses incurred in its production do not call for cash expenditures or may be deferred. Certain it is that the cash balance in a wheat grower's hands after harvest cannot be taken as a measure of his profit.

"But such factors as have been suggested must be taken into account by the farmer in balancing his books, for obligations incurred must eventually be met; deferred repairs and replacements will accumulate; lost soil fertility means lower yields or added expense for fertilizers; low wages and a narrow environment will not secure desirable hands or hold the second generation on the farm; unsatisfactory returns on the investment will not attract the capital needed for better methods. There must be a real and a substantial profit—not merely a December appearance of profit—if the needs of consumers are to be satisfied. Liberal production will not be continued at a loss or without the stimulus of profit.

"The fact that a farmer is not necessarily out of pocket in cash to the full extent of his loss on this crop, because in his capacities as a capitalist, a manager and a laborer a considerable portion of the charges against the crop are payable to the farmer himself, does not make the loss less real or less serious. When the food supply of the country is maintained without a reasonable return for the use of the capital required, or compensation for the skill expended, or a just wage for labor, farmers sustain a loss."

And the only possible result of this loss will be a decline in food production. If agriculture cannot pay wages that will attract the laborers—and it cannot do this under present economic conditions—the only result will be a decline in production through a reduction in man-power. This course, if continued, will bring a food shortage in America that will cripple industrial life. The solution is to provide returns in farming sufficient to keep a large enough number of men engaged in the business of producing food so the supplies will be ample for the nation's needs.

### A Year On the Farm.

By O. W. CRAWFORD, Paradis, La.

The crop of 1920 will be the greatest cause of agricultural astonishment America has ever had.

"Oh, the farmer is all right. He always makes enough and to spare," will give place to "What in the world has he been doing? If he won't raise crops for these prices, what will become of us?" And the truth will be, the farmer, as always, has done his best.

Crops cannot be raised without brain and brawn, without head and hand in team work, not at any time, but at the right time.

Brick can be laid one on another this week or next week, this month or next month, and in time it may be a house; but seed planted this week or next week, this month or next month, may not make a crop.

The despairing farmer cries, "My ground is ready. Where is the hand to plant the seed? Next week it will be too late. My harvest is ready. Where is the hand to wield the sickle?"

"Those city people, 300,000 of them, deliberately enticed my boys away. They mouthed at my farm. They offered fine clothes, Arabian Nights, high wages."

The Government 110,000,000 strong said "We need you," and the boys went. The Government said, "\$2.20 is enough for your wheat. Our food commissioners never plowed a furrow in their lives. They know what it costs to grow wheat."

"Mother and me, thought the Government, our Government, would help us to grow a desire in our boys to stay on the farm and make it a solid foundation of the national strength, but today it is a weird waste."

### Farmer Fundamentals.

1. A dominating farming desire.
2. A love for the out-of-doors.
3. A liking for live things—cattle, horses, hogs, sheep, chickens.
4. A creative desire to plant seed and the heart to wait expectantly for them to come out of the ground, living parts of God's provision for the human.

5. A resolute courage to help the plants to grow and a faith that he is a partner with the Creator in the wonderful plan of growth God created. That He personally selected and divinely fitted him to produce and increase the food essentials of life.

"Give the fool his gold, the knave his power,  
Let fortune's bubbles rise and fall.  
Who sows a field, or trains a flower,  
Or plants a tree, is more than all."

### The Remedy—A Selective Farming Draft.

A selective draft in the sense that those boys who are found fitted for the farming life and who have a desire for it can go for a time to a farm, not to a school, but to the farm home, where they must remain at least a year.

The Department of Agriculture is doing wonders upon wonders. It can do greater wonders by finding boys for the farms and farm homes for the boys where they will really and intimately learn farming under the most favorable conditions and be paid by the farmer a contract wage for their time. And the parties to this pact will be the Secretary of Agriculture, the farmer and the farmer's wife, and the boy.

The selective draft will include the farm and farmer found by the Secretary to be a suitable farm home for the boy, where he will learn farming and the best farm life, and where the farmer is found who is fitted for this most important and honorable trust. Then this home must be the home of the cadet farmer for a year.

The selective draft should begin with the eighth grade. The protectorate of the Government will guarantee justice and fair treatment for the boy, and for the farmer the assurance that he will get labor for a guaranteed time fully worth the wage he pays.

The Department of Agriculture will raise a new ambition—a farming desire—and blaze a new trail, not back to the farm, but on to the farm.

The proper publication (in classified advertising, to save print paper) by the Secretary of Agriculture of the purpose of the Government to direct boys how to be farmers, and to provide the way for them, will find a response in almost every block in every city in the land.

### Georgia Farm Production Cut Because of Labor Shortage.

Atlanta, Ga., June 14—[Special.]—That farm production in Georgia will be cut down to a still further degree because of the shortage of labor is the opinion that has been expressed by Governor Hugh M. Dorsey, who declared that from 15 to 25 per cent more labor could be used on the farms if it could be secured. To ascertain more accurately the correct ratio of this shortage a Statewide survey is to be made.

One reason for this, it is said, is that about 10,000 negroes are going from the South to Detroit every month to accept positions in the industrial plants, and that other Northern cities are also making heavy drafts on Southern colored labor. And, furthermore, those who are leaving now are the steady, reliable type of workers whom the farmers have depended upon for years.

All newspaper publishers in the State have been requested to refuse acceptance of advertisements calling for labor that will take it out of the State, as one means of helping the situation to some extent. Georgia has tried to advertise for labor in Northern newspapers, and the advertising has been politely refused.

### Southern Sweet Potato Exchange Organized.

Sweet-potato growers and representatives of allied interests met recently in Atlanta and organized an association designated as the Southern Sweet Potato Exchange. Objects of the organization are stated to be the advertising, standardizing and marketing of sweet potatoes and by-products grown by the membership of the association, this membership to include the existing co-operative bodies of growers and operators of curing-houses and warehouses. Eleven Southern States are represented in the organization, and Atlanta will be the headquarters. Active in the formation of the new association is Mr. A. K. Sessoms, Waycross, Georgia.

The largest apple crop for many years is reported from Western North Carolina, where the trees in the mountain section are loaded down with fruit. Orchards of 8000 to 15,000 trees are not considered at all unusual in this section.

## Lasting Benefits Seen as Result of Trade Trip

MIDWEST CITIES PLEDGE UNQUALIFIED SUPPORT TO MOVEMENT FOR INCREASED FOREIGN COMMERCE THROUGH SOUTH ATLANTIC PORTS AS AGAINST MONOPOLY BY NEW YORK.

By ALBERT J. STOWE, Secretary "Midwest-South Atlantic Trip," Charleston, S. C.

Results of inestimable value are expected from the tour of South Atlantic ports' business men through Central Western territory, between May 15 and 30, under the designation of Midwest-South Atlantic Trip.

The expedition was undertaken in an effort to focus attention of the business interests of the Middle West upon the South Atlantic ports as natural gateways for tonnage destined to foreign markets, particularly of the West Indies, South America and the Orient. Deepening and strengthening of the already existing economic relationship between the two sections was also a prime reason for the tour at the time it was launched.

Trip personnel included strong delegations from the ports of Wilmington, Charleston, Savannah, Brunswick and Jacksonville, together with representatives of the important interior cities in the South Atlantic States.

More than 3500 miles were traveled and 16 major cities of the Middle West were visited during the two weeks the trip was in progress. Full-day stops were made at most of these cities in order that the closest possible personal contact might be established by the visitors with the business men of the section toured. The cities were called upon in the following order after the train was assembled at Columbia, S. C., and a short stop made at Spartanburg, S. C., where several interior city representatives were taken aboard: Cincinnati, Cleveland, Toledo, Detroit, Chicago, Moline, Rock Island, Davenport, Des Moines, Kansas City, St. Louis, Indianapolis, Louisville, Nashville, Chattanooga and Atlanta. Business delegations representing Knoxville and Asheville greeted the train passengers at both those cities en route.

The most cordial of reception was extended in each of these cities by the business interests, and in every instance a feeling of social fellowship pervaded the conferences. Press comment relative to the mission of the most favorable type was accorded.

At no previous time have commercial interests of a large section of the United States joined together so effectively for the attainment of a joint interest. Four entire States—North Carolina, South Carolina, Georgia and Florida—were about equally well represented in the party of 140 men who composed the delegation.

One of the greatest successes growing out of the project was the opportunity afforded for the South Atlantic business executives to become thoroughly acquainted with each other during the two weeks they were engaged upon a trip where all interests were mutual.

The conferences held at the various cities visited resulted in an understanding being established between the interests of both sections which has hitherto been unattained. The delegation not only convinced the business men of the Middle West that it is to their interest to promote commerce through the South Atlantic ports but it received encouraging assurances that they will demand their economic freedom. They of the Midwest pledged themselves as now ready to support unqualifiedly the Southern port interests in the fight for continuation of freight rates which are on a parity with those of New York.

The message carried to the Midwest business men may be summed up as a broad American appeal for a full utilization of all American ports in the most efficient way, somewhat in the following form: "Your responsibility should lead you to investigate the best means for getting your products on the markets of the world, for delays in the distribution must necessarily travel back along the line and your mission becomes unfulfilled. We are able to help you solve this problem with our five great ports, every one of which is nearer to you than the average shipping distance to North Atlantic ports. Freight rates which have long served as the barrier to your use of the Southern ports have at last been modified, through your assistance in our efforts. We never shall have a merchant marine unless we realize our nation's greatness and learn to use all our ports. Let us free the ports of America for the service of American industry and for the world's need.

"We do not ask exclusive shipments via our ports. We are not

fighting the Pacific ports, nor are we fighting the cities of the Gulf, for we believe firmly in the policies of the Mississippi Valley Association. We are not opposing the interests of Boston as a port, and we are not fighting New York. But we do feel that the shipping interests of New York are mistaken in their attempts to throttle competition of other ports by advocating an unfair freight-rate adjustment."

Cincinnati was the first of the Midwest cities to be visited, and there the sentiment expressed seemed a realization of the fact that Cincinnati has long been a gateway into Southern territory. It is well situated for an exchange of business with the South. Every shipment of export goods from Cincinnati via a Southern port is an encouragement for the idea of reciprocal trade relations.

Cleveland evidenced its friendly feeling for the trip, and during the day spent there many conferences were held which tended to bring out a closer co-operation between Clevelanders and the South Atlantic port people.

Group meetings at Toledo resulted in a clearer conception being gained by both interests concerned as to the various phases of foreign trade. Toledo business men seemed to thoroughly agree that the problem confronting the Southern ports was equally the problem of the Midwest. Several leaders of business in the city told of adverse experiences at Northern ports and stated that ability to ship expeditiously through the ports represented by the visitors was greatly to be desired.

Detroit automobile people formed a considerable percentage of the gathering before which the delegation told of its ports and the rate struggle. It was significant that an executive of a large Detroit motor factory said he proposed recommending that the export offices of his concern be taken from New York and re-established in connection with the home office of the company. This, he stated, was in order that their foreign shipments could be more efficiently directed in the future beyond the scope of New York domination.

Aversion to New York control of shipping matters was shown most decisively in Chicago. It seemed that Chicago saw in the South Atlantic case a means of relief from the domination of New York and an opportunity to attain to that pre-eminence which her wealth and great producing power should give her. Toledo and Detroit appeared to take to the project readily, and much encouragement was given the matter by all the cities where stops were made. Davenport, Moline, Rock Island, Des Moines, Kansas City and St. Louis, all of which may be considered Mississippi Valley cities proper, were much interested. They saw in the fight of the South Atlantic ports their own fight for the development of the Gulf ports. Led by Chicago, these cities, together with Milwaukee, St. Paul and Minneapolis, propose to join with the Gulf and South Atlantic ports to make demands for the maintenance of the American merchant marine, the giving of fair rates from the interior to these ports as compared with the North Atlantic ports, and for greater allocation of ships to the Southern ports.

A clear conception as well as sympathetic interest in the cause of the South Atlantic ports was fully evidenced in Indianapolis, Louisville, Nashville and Chattanooga. All four of those cities seemed very much alive to the problem and figuratively swore allegiance to the ports' interests.

It has been definitely shown to the representatives making the trip that the exporting possibilities of the Midwest manufacturing zone are practically boundless, and that there need be no limit to the amount of tonnage which may originate there. The productivity of the region visited, vaguely conceived by the average business man of the Southeast, was revealed in all its amazing volume to these observers at first hand.

Everywhere was assurance given that the business is to be had, and can be had, if gone after in a businesslike way. For many years the South Atlantic ports have looked for business to come to them, but it continued to flow through the Northern ports. Railroad discriminations and steamship monopolies have been

largely responsible for that condition, and it seemed impossible that they could be overcome. The exigencies of the war and the national policy of trade distribution inaugurated by the Government administration of transportation opened up the pent-up channels and the possibilities of their use came into realistic appreciation. The effort which is now being made to restore the old inequality has stirred the producers of the Midwest as it has the port interests. The Midwest-South Atlantic trip was a medium of contact between these wherein a pledge of joint support was made.

As a result of the trip much that is concrete may be expected. It cannot be that the business leaders of the South Atlantic States who were thrown so closely together during the two weeks consumed by the tour will not profit in large measure by the friendships they formed and deepened. Growing out of this closer affiliation of interests must surely evolve a greater spirit of harmony and co-operation among the ports of the South Atlantic seaboard and between the ports and interior communities.

It is regarded also as a natural sequence that so large a group of individuals returning from this studious visit to the Midwest have secured there new thoughts and new ideas which, regarding many phases of civic development, can well be introduced to great advantage at home.

That the mission was successful in the accomplishment of its primary motive, the broadening, strengthening and deepening of the previously existing economic relationship between Midwest and South Atlantic, is a unanimous feeling. It remains now a mutual responsibility to carefully and expeditiously provide for the further requirements of the commerce which is to come.

#### **\$2,500,000 Automobile Works for Dallas.**

Plans for \$2,500,000 works are under consideration by the Wharton Motors Co., Dallas, Tex., organized recently with Thos. P. Wharton as president. This corporation will erect now a \$300,000 four-story 380x80-ft. fireproof building and install a \$100,000 equipment of machinery for the manufacture of automobiles, trucks and tractors. Its architect is H. A. Overbeck and its construction engineer is R. A. Rosscoe, both of Dallas.

#### **Advantages of Co-operative Marketing to Cotton Growers.**

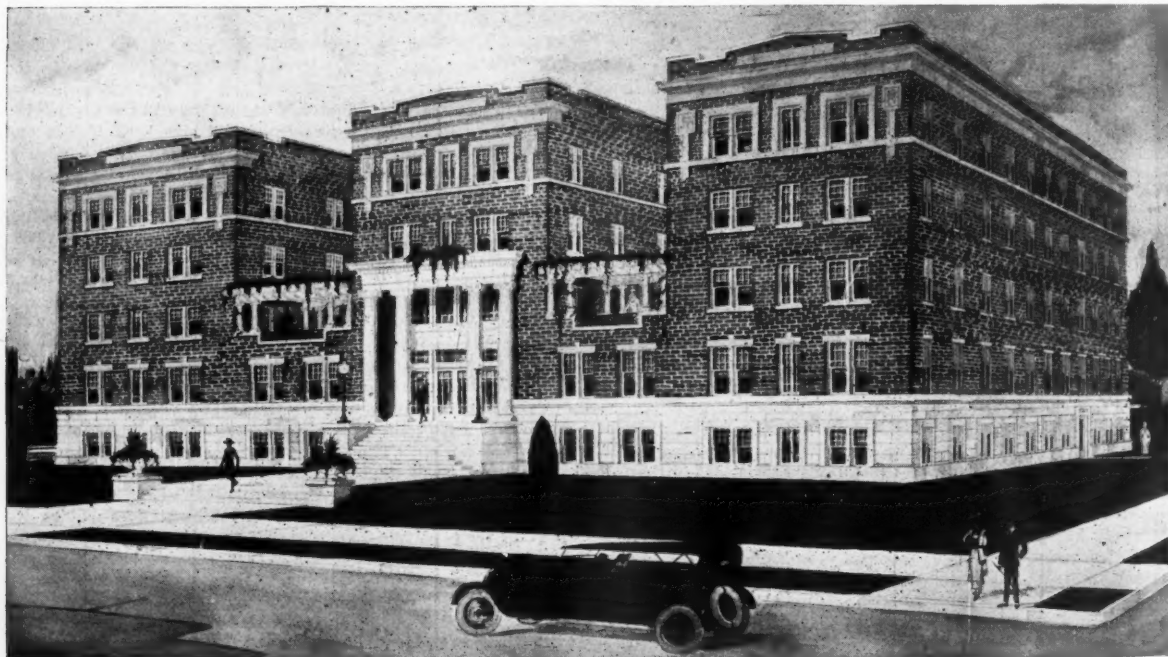
Every State in the South should adopt methods of co-operative marketing which will enable growers to sell cotton at a profit, urges Harvie Jordan in calling attention to the work along this line by the Arizona Division of the American Cotton Association. Co-operative marketing is said to have proven a decided success in Arizona as compared with individual marketing. Not only better prices than the prevailing local market have been secured for the members of the association, but better prices for small lots for single individuals have been obtained, and from the same buyer and for the same lots of cotton. Not only was the top of the market for both lint and seed received throughout the season, but the membership, by keeping informed as to the actual value of their cotton, were enabled to more intelligently market their own products, and thus secure better prices for themselves.

The association states that in common justice all agree the seller of a product should know as much about its value as the buyer. Given this information and the proper financing, the farmer is placed in a position to demand a fairly profitable price for his product. It is on this principle that the operations of the association are based.

As a direct result of the association's efforts, it is believed that the cotton growers of Salt River Valley received last season at least \$2,000,000 more for their cotton lint and seed than they would have received otherwise, by virtue of the information received and distributed and the sales made. This was accomplished with a membership of approximately only 10 per cent of the total acreage in the Salt River Valley. At the end of the planting season this spring the association reports that its membership was three times what it totaled last year, and will undoubtedly pass the 50 per cent mark before fall.

After house construction the most important user of forest products in Texas is the oil industry, according to a table just issued by the State Department of Forestry and the Texas Forestry Association. For dwellings the annual consumption of forest products is estimated at 325,000,000 feet; for the oil industry it is 315,000,000 feet.

#### **\$500,000 BAPTIST HOSPITAL FOR LITTLE ROCK, ARK.**



The Baptist Hospital to be erected at Little Rock, at a cost of \$500,000, will be of fireproof construction, steel and concrete, 150x150 feet, 4 stories and basement. It will contain 150 private single rooms, 14 private double rooms, 16 small wards, suites of rooms and single rooms with bath, providing a total of 300 beds. A maternity department will be installed in addition to the children's department, and an isolation department for the seclusion of infectious or contagious diseases. The roof will be accessible by elevator, provision being made for sun parlors, etc. An incinerating system will be installed as well as special lighting and a circulating system for ice water. Plans and specifications are being prepared by Jas. H. Bilss of Little Rock. It is expected to complete the building by January 1, 1921.



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## \$35,000,000 FOR ADDITIONAL PLANTS.

**By 1921 Bethlehem Steel and Shipbuilding Interests Will Have Invested \$85,000,000 for Further Facilities at Sparrows Point, Md.**

That the management of the Bethlehem Steel Co. and the Bethlehem Shipbuilding Corporation are assured of a greatly increased demand for their products and have continued confidence in the advantageous location of their plants at Sparrows Point, on the Chesapeake Bay, near Baltimore, is evidenced by the officials' decisions to invest \$35,000,000 for additional facilities at these Maryland works. Big developments, extensive additions, new plants and accompanying work costing \$50,000,000, in accordance with announcements last year, are now nearing completion and will be augmented by the \$35,000,000 expenditure mentioned. Eugene G. Grace of Bethlehem, Pa., president of the Bethlehem Steel Co., with 13 other Bethlehem officials, inspected the Sparrows Point properties last week, and this was followed by news of the intention to increase the additions to an \$85,000,000 basis.

Several iron furnaces will be built, to include two of 500 tons daily capacity each, and the steel department will be extended accordingly. Marine railways will be installed to replace some old dry docks at the shipyard and provide equipment for hauling ships from the water by rails to the ways. The tinplate department, recently doubled to a 24-mill plant, will be increased to 48 mills. A housing development requiring an investment of \$600,000 will be undertaken.

Outlining general plans for the \$35,000,000 expenditure, President Grace is quoted as follows:

"Our Sparrows Point unit will be one of the biggest we have in the country before we are through, with 20,000 men employed by the end of this year.

"By July we will complete the construction program that has been under way for some time, and it is likely that the plans proposed for yet more expansive development will at once be put into effect.

"By the end of this year we will have invested \$75,000,000 in the steel plant at Sparrows Point and \$10,000,000 in the shipbuilding operations, making a total of \$85,000,000.

"Construction will be started in the near future on the first of two 20,000-ton ore ships that will serve a dual purpose. They will be built for the transportation of oil as well as ore, and will carry oil south for the Standard Oil Co. and return with our cargoes from the Chilean mines.

"We are in full operation now and have sufficient orders to warrant continuation along the same lines well into next year. This is likewise true of the shipbuilding corporation, which also is fully occupied.

"We are very enthusiastic and optimistic concerning the entire project here. It is moving ahead, if anything in a more satisfactory manner than we had expected.

"Baltimore's industrial and shipping boom is indeed remarkable, and promises magnificent things for the future. We want in every way within our means to play our part as a stimulative influence, and feel safe in putting big sums of money in the local plant.

"The new ore ships will require the dredging of a 35-foot channel to the steel and shipbuilding wharves. This will be of equal depth with the main channel to the harbor, which, incidentally, I think, will sooner or later have to be widened.

"About the only trouble we are experiencing is in connection with the housing problem. That is one of our most serious present handicaps. There is a serious shortage of homes for our labor. The Dundalk development is splendid, but it is nothing like adequate.

"We have now under way a house-building undertaking at Sparrows Point that will cost \$600,000, but even when this is completed there will still be far from enough houses.

"We hope to continue the home-building work, but we are in urgent need of help on the part of Baltimore real estate men. This could best be supplied by developments conducted by them in the territory between Sparrows Point and the city.

"We should have housing provisions for 20,000 men, and, aver-

aging five to a family, as is customary, that means a community of 100,000.

"We are willing to put our money in improving manufacturing facilities, and earnestly hope that Baltimore realtors will take care of their end of the problem."

## To Conserve the Use of Natural Gas.

Washington, D. C., June 12.—[Special.]—Definite action toward conserving the natural gas supply of the United States and assuring a more efficient utilization of this important fuel through combined efforts of the United States Government, the Public Service Commissions of the various States and the gas companies of these States was taken in Washington, D. C., on June 11 at a conference called by the National Committee on Natural Gas Conservation and attended by Government and State officials and representatives of the gas companies and public from 15 States.

A set of recommendations covering the production, transmission and utilization of natural gas was adopted, as was a resolution offered by E. D. Lewis, member of the Public Service Commission of West Virginia, urging that the recommendations adopted be carried out by all the gas companies.

The principal regulations approved provide for the use only of appliances which would give the highest efficiency in the use of natural gas. These include one recommending the use only of grid tops or skeleton lids for cooking stoves, and another, that all burners of cooking stoves be placed one and one-fourth inches below the cooking vessel. Gas companies are urged to have their consumers change the burners of their cooking stoves to meet this regulation.

That the Public Service Commissions realize the best way to conserve gas is to raise the price of the fuel was indicated by statements made at the meeting that higher-priced gas would result in a great saving of gas without costing the consumer any more and without adding to the profits of the gas companies. It was said natural gas at 90 cents a thousand cubic feet would not cost the consumer one cent more a year than at 45 cents a thousand cubic feet, as he would use less than one-half what he does now if his heating appliances were adjusted properly. Figures of results obtained in several cities were given to prove this.

John S. Rilling, Public Service Commissioner of Pennsylvania, made a significant statement in this connection when he said a public utility company in poor financial condition could not give satisfactory service any more than could a poorly-fed horse, and "whatever is done and when the final end is reached, natural gas companies will be taken care of."

An important result of the meeting was the arrangement of a conference of Public Service Commissioners of Pennsylvania, Ohio and West Virginia, to be held in Pittsburgh June 29, to work out a plan of co-operation in the solving of natural gas problems for the mutual benefit of consumers in all three States.

The Public Service Commission of Pennsylvania will issue an order soon, possibly within 30 days, placing in effect certain regulations for the utilization of natural gas, following the line of the recommendations adopted at the Washington meeting. These include a provision for the discontinuance of service to a patron failing to follow the regulations.

## Fertilizer Manufacturers Meet Next Week at White Sulphur Springs, W. Va.

Beginning the week of June 21, the National Fertilizer Association and the Southern Fertilizer Association will hold their joint annual convention at The Greenbrier, White Sulphur Springs, W. Va.

The following is a brief program of the business sessions:

Monday, June 21.—Meetings of soil improvement committee of the National Fertilizer Association, the soil improvement committee of the Southern Fertilizer Association, and the executive committee of the Southern Fertilizer Association.

Tuesday, June 22.—Meetings of the Southern Fertilizer Association and the executive committee of the National Fertilizer Association.

Wednesday, June 23.—First business session of the National Fertilizer Association; address by President Huntington; reports of standing committees; address by Walter G. T. Packard, president of the British Fertilizer Manufacturers' Association; response by Horace Bowker.

Thursday, June 24.—Second business session of the National Fertilizer Association; address by W. P. G. Harding, Governor of the Federal Reserve Board; reports of committees; election of executive committee.

Friday, June 25.—Executive meeting, soil improvement committee of the National Fertilizer Association.

## Turning Out at Wilmington, N.C., Steel Vessels for American Merchant Marine in Thoroughly Modern and Completely Equipped Shipyard

By A. B. SKELDING, George A. Fuller Company, Wilmington, N. C.

The United States Shipping Board Emergency Fleet Corporation entered into contract on April 17, 1918, with the Carolina Shipbuilding Corporation for the construction of a shipyard plant at Wilmington, and also for twelve 9000-ton D. W. C. steel cargo steamships.

On November 1, 1919, the last four ships were cancelled by the Emergency Fleet Corporation, and on January 1, 1920, a new contract became effective, by which the George A. Fuller Company became the owner of the yard, from that time to be known as the Carolina Shipyard, and all material ordered and delivered for the cancelled ships. Under the new arrangement the George A. Fuller Company will use the yard for completing the eight ships for the Emergency Fleet Corporation on a lump sum basis and four for builders' account.

The general scheme involved the fabrication of the mid-ship section of the hulls (about 55 per cent of the total tonnage of the hulls) in bridge and structural shops, and the fabrication of the molded or fore and aft ends of the hulls in the new yard, and the purchase, outside, of the engines, boilers, pumps, condensers and all such mechanical and some other features.

The plans of the yard were prepared by the Carolina Shipbuilding Corporation, and provided for four shipways, fabricating shop, mold loft, substation and compressor-house, machine and pipe shop, blacksmith shop, sheet-metal shop, carpenter and joiner shop, outfitting pier, storehouses, time-keeping office, outside superintendent's office, first-aid hospital, mess hall and administration building.

The yard is located on the east bank of the Cape Fear River, three miles south of Wilmington and 23 miles from Cape Fear lighthouse at the mouth of the river. There is a 26-foot deep channel, dredged and maintained by the United States Government, from the sea to the northern end of the city waterfront.

The property consists of 103 acres, with 1800 feet of frontage on the river. The fence surrounding the shipyard encloses about 48½ acres and takes in 1150 feet of the waterfront.

The first survey party arrived on the property on April 18, 1918, and the first earth was moved and actual clearing for construction work commenced on May 28. With the exception of the under-water portion of the shipways, the plant construction was completed February 15, 1919.

Locomotive cranes are used for all yard work, unloading, storing and reloading. The total length of tracks in the yard is about 6½ miles. The rails, 67.5 pounds per yard, splices, bolts and spikes are Russian Government Railways standard, rolled in the

United States on Russian order. They have given good service, and are said by those who built and are maintaining the tracks to have several points of merit.

The mold loft is 80x250 feet, steel frame, with wood and glass sides and ends, and wood sheathing and paper roof and white pine floor. Adjacent to the mold loft is a specially designed building for the storage and care of all templates.

The fabricating shop is 160x250 feet, steel frame, with wood and glass sides and ends, and wood sheathing and paper roof. All of the roof trusses are designed with bottom chords of two channels forming tracks for electric overhead hoists running the full width of the shop. All transverse movements of material are therefore made with the electric overhead hoists, operated from the floor, and the longitudinal movements are made on buggies with roller-bearings on the four standard-gauge tracks which run the full length of the shop. The equipment of this shop includes a plate furnace, an angle furnace, a rivet-making machine, a set of bending rolls 30 feet between housings, and the usual shears, punches, drills, reamers, riveters, etc.

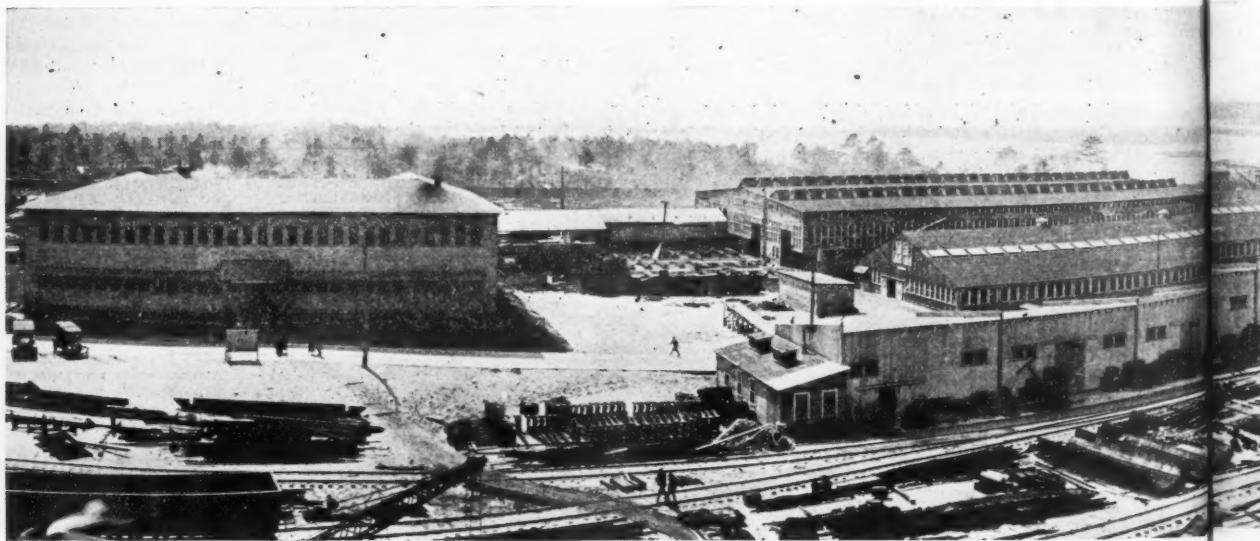
Located near the fabricating shop is a small, especially arranged building for the storage of gas tanks and for the repair and storage of gas burning and welding torches.

The shipways are of concrete construction, on sand and rock foundations, with concrete retaining walls forming the sides of the docks between the ways. On each dock there are two wood derrick towers, movable on rollers, and each of the towers carries four derricks with 56-foot booms and electric hoists.

Adjacent to and facing the ways is the air tool storage and repair shop, where all air tools used on the ways and in the shops are stored and put in repair.

Electric power, 11,000 volts, 3-phase, 60-cycle, A. C., is purchased from the Tidewater Power Co. and delivered by them to the transformers at the substation or power-house. The power-house equipment consists of an electrically-operated switchboard, alternating current transformers, rotary converters for direct current, three electrically direct driven air compressors, each 2275 cubic feet per minute, and one electrically belt driven air compressor of 1200 cubic feet capacity per minute.

The storehouse walls and floor are of concrete, with slow-burning wood construction roof, supported on steel beams. It is 162 feet long, divided into 10 separate fireproof compartments by concrete cross walls 16 feet apart. An addition is a steel frame, covered with corrugated iron and divided into four sections of 40 feet each, making a total length of 330 feet.



GENERAL VIEW OF CAROLINA SHIPYARD OF GEORGE A. FULLER COMPANY, WILMINGTON, N. C.

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While the principal engineering and mechanical equipment for the ships will be purchased outside, some machine shop capacity is provided for making corrections and alterations, and for finishing many of the pieces of equipment that will be made in the yard. The machine-shop equipment consists of six lathes of different sizes, two shapers, power saws, two radial drills, a planer and other tools of such a nature as to make the shop one of the most complete. There is also included a specially designed boring bar for the boring of the stern frames and tubes. The pipe shop is equipped to fabricate all of the pipe work for the ships, and contains, in addition to the hydraulic bending machine, pipe-flanging machine and heavy cast-iron bending floor, pipe-cutting and threading machines and all other small equipment necessary for the handling of all sizes of pipe required on the vessels and in the plant. In addition, these shops will take care of all the plant maintenance and upkeep work in their lines.

The blacksmith and forge shop is 181x60 feet, of wood and steel construction. The principal equipment is one 800-pound and two 1100-pound steam hammers, and one 200-pound Bradley cushion hammer. In the same building is the sheet-metal and wire-working shop, with full equipment for the handling of all light pipe and sheet-metal work required on the boats. In this building there is also located an electro galvanizing plant for galvanizing the many parts of the ships requiring this treatment. In another building is the copper shop, equipped for the making of all copper piping and sheet-copper work as may be required.

Separate from, but near the machine shop, is the patternshop, which is replete with all necessary tools and equipment for the making of the finest patterns.

The carpenter and joiner shop is 136x46 feet, with tools and equipment to care for all ship carpenter work. The joiner work may be sublet to other contractors, but if not, this shop will be equipped to do all of the work under that heading.

Other features are a 40,000-gallon steel tank on a steel tower 100 feet high. River water, used for fire protection and steam, is pumped to this tank by a duplex steam pump of 1000 gallons capacity, located in a fireproof building adjoining the boiler-house on the river bank. The river water is fresh, and except after a long, unusual drought, is excellent for steam purposes.

Adjoining the pumphouse and also on the river bank is the plant for making acetylene gas.

The outfitting pier is 75x425 feet, of wood pile construction and wood decking. For heavy work there is a double stiff-leg derrick, each boom of a capacity of 50 tons. The light outfitting materials will be handled by locomotive cranes operating on the side-tracks on the pier.

The mess hall for the yardmen is 240x57 feet. The west end is for the whites and will seat 1025; the east end for the colored, and seats 382. There are separate kitchens for each. The service is cafeteria.

The first-aid hospital is of wood construction, with concrete floors, and is equipped with two wards, an operating-room and an office. The company carries its own insurance, and a surgeon and the accident manager are in attendance during working hours. Prompt service is given by the Walker Memorial Hospital of Wilmington, which maintains automobile ambulance service.

The administration building is U-shaped, 128 feet across the front or north, and each wing is 88 feet deep. The Fleet Corporation representatives occupy the east wing, first floor. The second floor contains the drafting-room, covering the entire front wing, and the rest of this floor is devoted to offices, blueprint-room and women's rest and retiring-room.

The boiler shop contains two 125 horse-power Erie boilers to furnish steam for fire pump, operation of steam hammers and blacksmith shop, and steam on outfitting pier.

The employees' hotel has 98 sleeping-rooms, each 9x12 feet, opening on an outside porch, a living or assembly-room 24x47 feet, and quarters for the caretaker and his family.

Domestic water for the entire plant is furnished by an artesian well, 135 feet deep, located in the shipyard.

The climate is ideal, never so cold as to interfere with out-of-doors work, and while hot in the sun during the summer, it is very seldom that there is not a delightful breeze that overcomes the heat. The best possible conditions prevail for all-the-year-around shipbuilding.

The Carolina Shipbuilding Corporation designed and built the entire plant with its own forces.

The original contract called for the construction of 12 single screw steel cargo vessels, to be built under special survey to 100 A-1 Class of Lloyd's, and constructed, equipped and fitted to meet all requirements of the United States steamboat inspection rules.

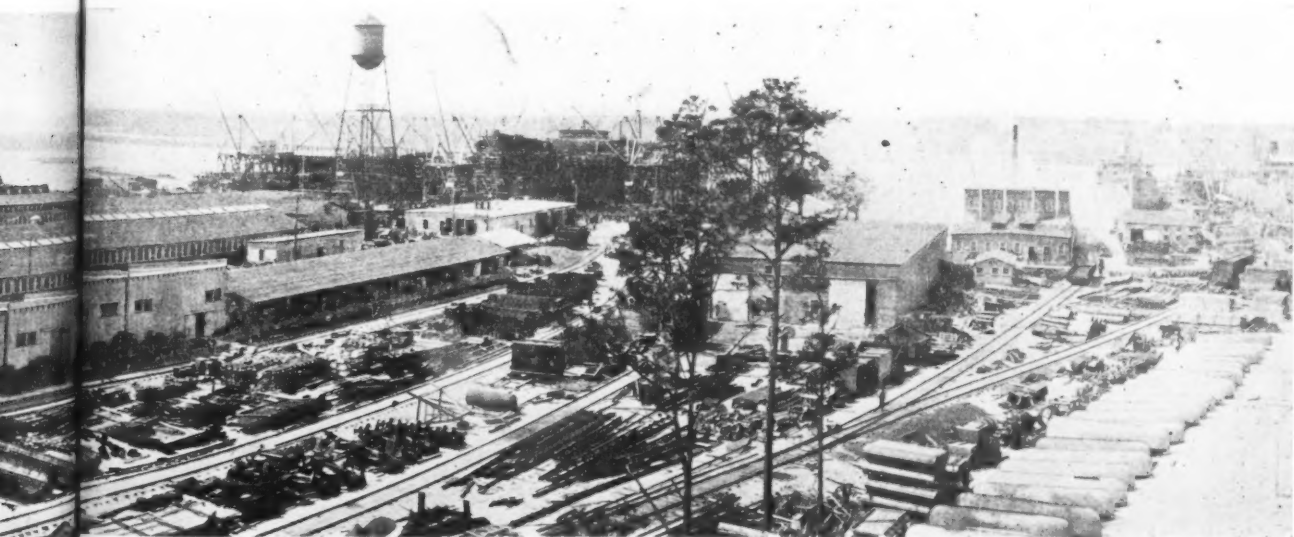
The general dimensions are:

Length between perpendiculars.....	395 feet 6 inches
Breadth, molded.....	55 feet
Depth, molded to shelter deck.....	34 feet 11 inches
Height of between decks at side.....	7 feet 11 inches

The vessels carry 9600 tons deadweight, including cargo, reserve feed water, fuel and stores on a maximum draft of 27 feet. They are built on the Isherwood system of longitudinal framing, and have two complete steel decks with raised poop, bridge and fore-castle.

There are two steel cargo masts, with four five-ton cargo booms on each mast, and one portable 30-ton boom installed for use on either mast. Also two derrick posts, one on either side midships, for handling coal for the large thwart-ship bunker. There are four main cargo hatches, two forward and two aft, with four cargo winches, located between each pair of hatches. There is also one cargo winch on the poop and two on the bridge deck, which operate the derrick post booms.

A double bottom four feet three inches in depth extends from



COMPANY WILMINGTON, N. C. THE YARD IS LOCATED ON THE EAST BANK OF CAPE FEAR RIVER



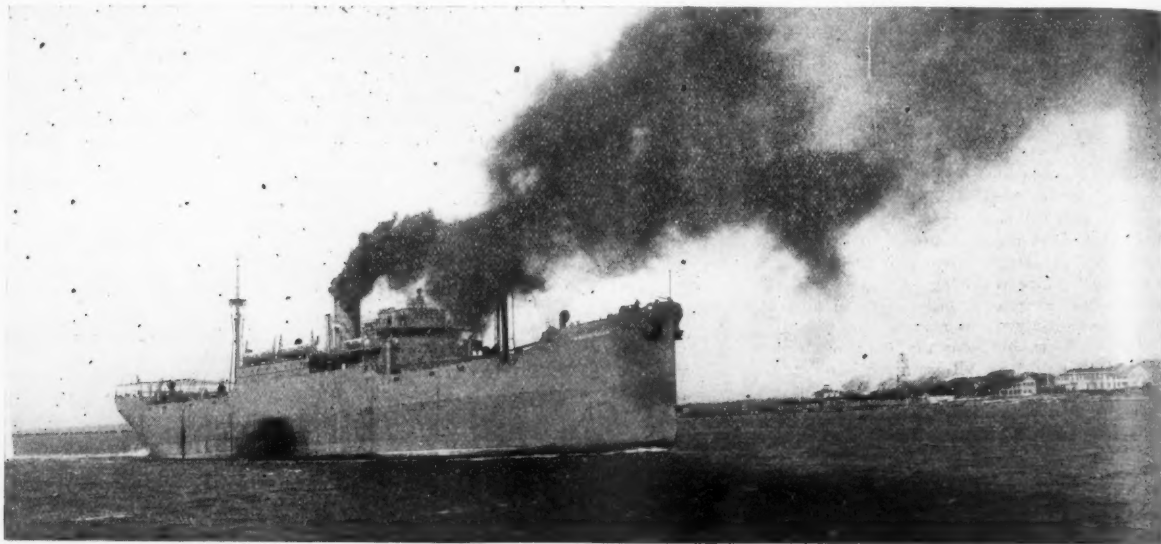
peak to peak, the portion under the machinery space to be used for feed water and the portions for and after the machinery space to be used for either cargo oil or water ballast.

The coal bunker, which is directly forward of the fireroom bulkhead, is 20 feet in length, and extends across the full width of the ship below the shelter deck. There is additional coal bunker space between the shelter and bridge deck, which brings the total capacity of bunkers up to 1450 tons. Later, these ships were changed to oil burners and tanks 1, 2, 3, 5 and 6 used for oil storage.

cold-storage rooms are located on the starboard side at the after end of the center-house between upper and shelter decks.

There are on the boat deck amidships two 26-foot lifeboats, and one metallic life raft for 17 persons, as well as one 16-foot working boat. All lifeboats are operated by the Stewart mechanical davits and releasing gears.

The machinery is located amidships, and consists of one triple-expansion engine of 2800 indicated horse-power and three water-tube boilers, equipped to burn oil and built for working pressure of 200 pounds, in addition to the auxiliaries necessary for this



S. S. WINSTON-SALEM RETURNING FROM TRIAL TRIP.

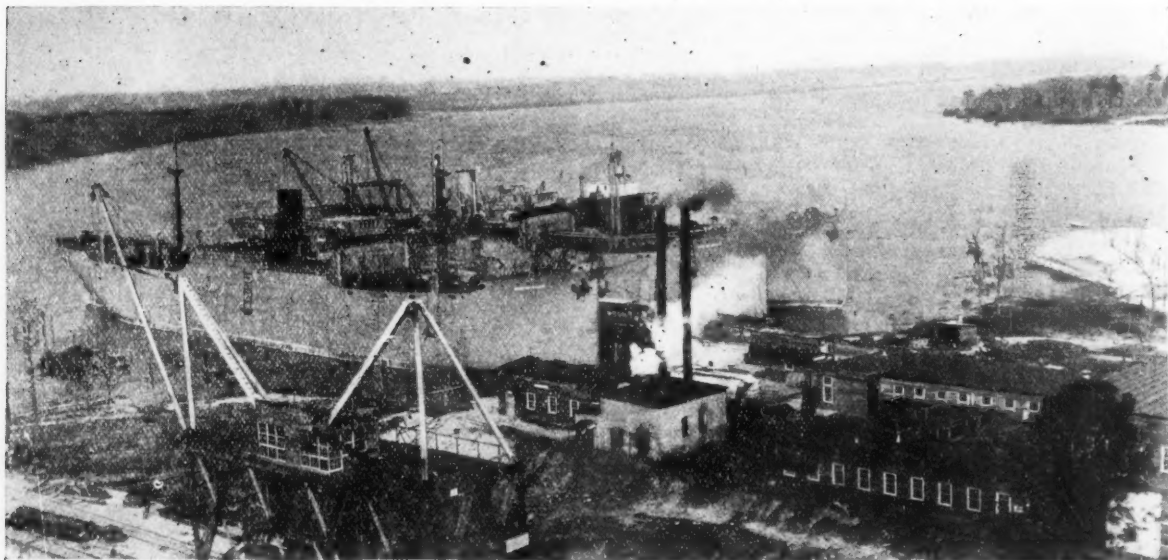
There are five water-tight bulkheads between the fore and after peaks. The peak bulkheads are oil-tight, to allow these spaces to carry oil when necessary.

The stern frame is of cast steel in four sections; the rudder one solid steel casting. Accommodations are provided in the steel deck-houses amidships for all officers and stewards and cooks' departments. Accommodations for the crew are under the poop deck aft. Under the forecastle deck forward are the hospital, carpenter shop and rooms for paints, lamps, stores, etc. The chartroom is located on the flying bridge, with wireless-room located in the after end. The refrigerating outfit of two tons capacity and all necessary

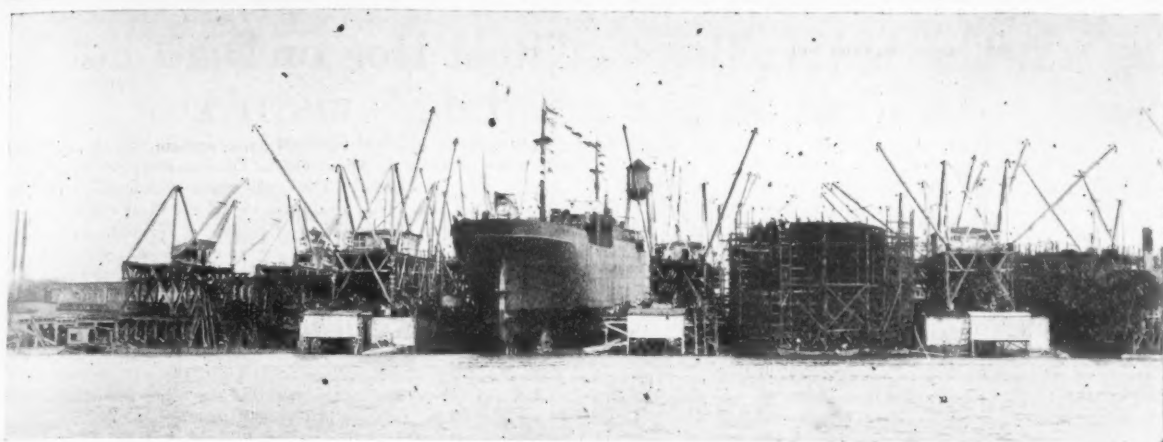
plant. The four ships to be built for builders' account will be provided with Scotch boilers instead of water tube.

The electrical equipment will be cared for by two 15-kilowatt General Electric generators. The steam steering engine, with hand gear attachment, is located under the poop deck aft, and is controlled from the pilot-house by electric telemotor.

The vessels and their machinery are designed for sea speed of 11 knots per hour. They are constructed and fully equipped, ready for sea, at this yard. The midship portion of the hulls were fabricated at Roanoke, Va., and while that portion was being erected the end sections were being fabricated at this plant.



OUTFITTING PIER OF CAROLINA SHIPYARD AT WILMINGTON.



PARTIAL VIEW OF SHIPBUILDING ACTIVITIES ON THE CAPE FEAR RIVER FRONT.

The following ships have been launched from this yard: Cranford, September 1, 1919; City of Omaha, November 15, 1919; Winston-Salem, December 27, 1919; City of Joliet, January 29, 1920; Nemaha, April 24, 1920.

As each vessel is launched it is placed in the wet basin for installation of machinery and final equipment, which occupies about two months' time after launching for completion of each vessel.

#### Meat Packing Plant for New Orleans.

General meat killing and packing, sausage and lard manufacture, etc., will be provided for in a plant to be built by the Arabi Packing Co. of New Orleans. This is a new organization, and its plans are in charge of the Packers' Architectural & Engineering Co. of Chicago. A two-story 198x100-ft. reinforced concrete structure will be erected for main or manufacturing building, with 67x57-ft. power-house adjoining and a two-story 66x32-ft. reduction plant, with 36x24-ft. power-house 1 story high. The plant will be equipped with an independent electrical generating unit for power and light, an independent refrigerating plant and machinery for handling cattle, hogs, calves and sheep.

#### NEW BANK AND OFFICE BUILDING AT CROWLEY, LA.

The First National Bank of Crowley, La., is erecting a splendid structure for bank and office purposes, the first floor and mezzanine of which will be occupied entirely by the bank. This building will be eight stories, of Indiana limestone, face brick and terra-cotta. Three hundred safe deposit boxes will be placed in the vault.

The building will operate its own power plant for light and heat. Sanguinett & Staats, Ft. Worth, and Edw. F. Nield, Shreveport, are the architects, the Underwood Contracting Corp., New Orleans, being the general contractor.



#### Laboratory Tests for Texas Clay Deposits.

Austin, Tex., June 7.—[Special].—Testing clay materials in Texas suitable for making brick has been one of the experiments made this year by the chemical laboratory of the University of Texas. The purpose of the testing is to find especially high-grade clay for the manufacturing of building, paving and fire brick. Samples were sent in by different persons interested in particular deposits and were tested first by chemical analysis and then by burning. From such experiments it is possible to get conclusions as to the commercial value of the deposits and to give advice as to the best machinery and methods of manufacture of the brick.

The department has a down-draft muffle furnace, arranged to use oil or gas as fuel. Temperature as high as 1750 degrees Centigrade may be reached. The temperature is controlled by a pyrometer, and burning is carried on at such a rate that it takes from 30 to 48 hours to complete one firing.

The material to be tested is ground and molded by hand in small metal molds. It is air-dried and then dried in an oven before being fired. Samples are taken at various temperatures, beginning at temperatures at which common brick will burn and extending to temperatures of fire-brick. The whole process is carried on similar to commercial methods of burning brick, and in this way information which will help determine the particular value of the clay is obtained.

After firing, tests are made on the shrinkage, the tensile strength, the hardness and the absorption of the bricks. When promising results are obtained a man is sent out to make further investigations and decide on the feasibility of developing the deposit. The first visit has just been made, but full results have not been determined. Some clays have already proved very good; some are not so valuable. So far nothing has been found which comes up to the standard of fire-brick, but some of the material is suitable for paving brick, and most of the samples are good enough for common building brick. The department expects to find better samples when the work gets further under way. It is the opinion of R. A. McNees, who is in charge of the experimental work that new clay deposits would be very valuable now, because as the country has developed industrially more building material is being needed. The shortage of lumber has increased the demand for clay building material, and the development of manufacturing industries in the State has called for more fire-brick. The discovery of deposits of brick clay in Texas would mean millions of dollars to Texas in decreasing the freight rate and in bringing in new industries, Mr. McNees said.

Experiments in clay testing have just been started this year, and most of the work has been done since Christmas, when the machinery and furnace were ready for operation. Mr. McNees hopes to have help during the summer, when the work will be pushed. Bad weather interferes with collecting samples during the winter months. Work similar to these experiments has been carried on at universities in Illinois, Iowa and New Jersey, but the University of Texas is the first institution to begin work in Texas along this line.

# The H.C.L. Bug vs. "Root Hog or Die"

By R. M. DOWNIE, Beaver Falls, Pa.

Mark Twain rightly observed about the weather that everybody was cussing it and nobody doing a thing to change it. The remark was very helpful and comforting. We have had weather ever since, and we regret that we do not now have Mark to tell us what to do about H. C. L.

There is a difference, however, between the weather and H. C. L. The weather comes down from up there, while H. C. L. seems to have originated down yonder, and it is therefore possible that Mr. Clemens would not have cared to crack jokes at it.

However, as everybody else has a swat at the bug, let me try.

First of all, the critter has been wrongly christened. The first two sections of the name and all the initials are right enough, but the denominator is pure fiction. Whoever called it "H. C. of Living" ought to be hung. We will not be able to put any P. D. Q. on this insect until we locate properly the tribe to which the pest belongs. If we will just spell that last name **L-a-z-i-n-e-s-s**, we will have isolated the germ.

We admit it is an ugly name, till we get used to it. We pronounced it gradually, one letter at a time, as it were. However, we cannot turn up noses at each other, for we all have it, the disease—and that is what it is, a disease. Not only is it epidemic, but it is liable to become chronic if we don't get a move on; yes, get a move on. Everybody wants everybody else to get better first, and everybody don't want to do that, so we all stick to our bugs, and like them.

The symptoms—but what's the use? Everybody knows them when they see them in somebody else. I didn't intend to say that, but let it go. It's the nasty truth, and we may as well out with it. The fact is the disease is like sin—it has to be confessed before we can get rid of it. And the confession must be genuine—that kind which brings forth works meet for repentance, and that's why we don't want to repent.

But just to call attention to a few, for I am conscious that it is a waste of time. Do you ever say, in your sleep, for instance, "Aw, let George do it"? This symptom is well-nigh a conclusive diagnosis. Another bad ejaculatory sign is, "Oh, I've got too much to do," or "I've just got to take a vacation." Another is looking often at his wrist watch or at the clock, especially when this occurs at about 11 or 3; likewise, intentionally forgetting to wind up Big Ben or saying saucy things to it when it goes off on time. The case, however, is not absolutely fatal until the patient privately determines to get up only every other day. Some cases of this kind have occurred.

Many people have lost all sense of shame for their affliction, and some even boast of having it, like the boy with the itch or the Mexican who thanks the Virgin for allowing him to acquire the smallpox, and they have even been known to advise their neighbors how to catch it. Some have even tried to popularize the malady and to make its prevalence a matter of legislation or prayer, under another name, of course. A generation ago, when people were obsessed with the notion that the more one could accomplish the more account he was, the disease began to show itself in a hankering after a nine-hour day instead of ten. The next generation made it eight instead of nine. And just lately some fellows of the baser sort have even mooted making it six instead of eight, with the further proviso that the work week be shortened to five days. We expect presently to hear a proposal that there be only one such day per week, pay day, with time and a half for all other days. All these things are supposed to be foreshadowings of the millennium, or something else.

The simple fact is that, having this disease, we are not producing enough to live on; so we are trying our best to live on (or off) each other. This is a very fine art, and takes various forms. Some folks are mean enough to call it profiteering or gouging; but it isn't. It's simply a game, to see who will live longest on what's left, that's all. We have our money up on the fellow with the longest purse. He is the fellow who is likely to have some as long as there is any to have, and that's the game. The meal barrel has a bottom, and it is showing through.

The only specific for the disease is that prescribed for Adam and Eve, back yonder after they had eaten the apple—

or whatever it was. If you will excuse slang, the prescription might be written in four words, "Root, hog, or die." All other cures are jokes. The authorized wording is, "In the sweat of thy face thou shalt eat bread till thou return to the ground, for out of it wast thou taken." We may gag all we please at the medicine, but in the end we will have to swallow it, or starve. The law happens to be one which is self-enforcing, like death or gravitation.

We may try to annul it, but nobody has succeeded—for long. We may try to live without any sweat, but the attempt spells Russia.

We may try to live by the sweat of the other fellow's face, up to a point. That point is just around the corner.

Once on a time we were willing to let the Hungarian and the Jap do it for us, but we are so far gone with the disease that we won't; we would rather starve and freeze. We have got to have ease, even if we must take the disease to get it, so what's the use talking. Give me ease, or give me death.

There are some kinds of demons which come not out except by prayer and fasting, and this, our bug, is one of them. We have not heard anyone praying (audibly) for deliverance from the plague, but we understand that fasting, voluntary or involuntary, is coming into vogue in spots. And it is fortunately true that whether the fasting is done willingly or unwillingly, it is effective. In either case it conduces to personal practical reform. An empty void, in the region of the solar plexus, is intensely suggestive of the only remedy there is. Possibly we may take the hint to heart.

## Alcohol Is Already Being Produced from Coal on a Commercial Scale.

[Coal Age.]

Ethyl alcohol and its derivatives have been extracted successfully and on a commercial scale from coke-oven gas by Ernest Bury, of the Skinningrove Iron and Steel Works, in Great Britain. A perfect motor fuel has been produced and, as the adoption of the internal-combustion engine is rapidly extending, the importance of this development is apparent. The liquid-fuel resources of the world are strictly limited, but the consumption of these fuels is growing by leaps and bounds.

The practical working of Mr. Bury's process at the Skinningrove works, where 5800 tons of coal are carbonized per week, has revealed an average yield of 1.6 gallons of alcohol per ton of coal carbonized, and as the total weight of coal which was reduced to coke in Great Britain in 1918 was 14,635,000 tons, the application of this process to the whole of this coal would yield 23,416,640 gallons of alcohol, representing at 2s. per gallon a sum of £2,341,664.

Having regard to the scarcity of liquid fuel that production in itself is important. It is national suicide for Great Britain or any other country to continue to burn any substance which might be converted into liquid fuel. The recovery of alcohol at the gas works of Great Britain would yield a further 27,000,000 gallons, or taking alcohol and benzol together, the total quantity of liquid fuel available for extraction through the carbonizing of coal would be 114,000,000 gallons, as against a present total consumption of 160,000,000 gallons per annum.

The process of extraction by contact with sulphuric acid is not a new discovery, but Mr. Bury was the first to establish it as a commercial proposition. The best results are achieved at a temperature of 60 to 80 degrees C., and in his process Mr. Bury carried utilization of the heat from the coke-oven plant to the utmost limit. Ether, chloroform, iodoform, acetic acid and acetone are among the derivatives which were obtained from this coke-oven gas after the benzol had been extracted.

Skinningrove was the only iron works in Great Britain which during the war produced trinitrotoluol for the Ministry of Munitions and produced it on a prodigious scale. It was bombed by German aircraft on several occasions, possibly because work of this character was known to be carried on there.



# Cotton Growing and Manufacture in the Extreme Southwest and on the Pacific Coast

By CRITTENDEN MARRIOTT.

In the last three years the cotton-growing area in the extreme Southwest has increased from 136,000 acres, with a yield of nearly 50,000 bales in 1917, to 411,000 acres, with an estimated yield of 300,000 bales, for 1920. And there is every reason to expect that this growth will continue at increasing speed so long as cotton prices continue at anywhere near their present level.

Actually, 300,000 bales is not large compared to the millions of bales produced by the South. Nevertheless, the potentialities of the Southwest are worthy of close consideration, both as to production and manufacture.

The Southwest crop is exceptionally high grade, and will never compete with the vast bulk of Southeast cotton, and so far it has merely taken the place of the vanishing sea-island supply from Florida, Georgia and South Carolina; but when the world's supply once more becomes equal to the world's demand, the best grades of Southern cotton are very apt to find their especial markets invaded, if not lost. Moreover, if the extreme Southwest, especially Los Angeles, can realize on its expectations, it is quite possible that the Southeastern mills will find that they have lost a profitable market for the coarser grades of fabrics.

This may seem paradoxical, but it is true, nevertheless.

Practically the entire cotton crop of the Southwest for 1919 was sold to the automobile-tire manufacturers in the United States and in England, and practically all of the 1920 crop has been "signed up," at a guarantee of at least 60 cents a pound, by the same interests; and so long as the present and increasing demand for automobiles continue this state of affairs will almost certainly continue.

Cotton manufacturing in the Southwest is far more problematical, but it has some foundation and a multitude of straws to show how the wind is blowing. One huge tire-fabric factory will begin work in Los Angeles within the next two months; another will probably follow it next year, and others are visible on the horizon. The "waste" from these will be very great and will be quite good enough for coarse fabric making. To supplement it there will be a certain, though not very great, supply of cotton that falls below the established grade. Moreover, Los Angeles is about to establish a "fumigator" with the expectation of getting from China any and all additions of cheap short-staple cotton her prospective coarse-fabric mills may need. For the product of these mills she has, to mention one thing only, an established annual demand for 12,000,000 cotton sacks for beet sugar, grain and other produce of Southern California. All of this, however, except the big tire factory, is still in the future.

Up to the spring of 1918 cotton growing in the Southwest was almost wholly restricted to the Imperial Valley in California (and its small "lapover" in Mexico) and to the Palo Verde area, really a continuation of the Imperial Valley north of the Salton Sea. Cotton had been grown in many other places in California (near Sacramento as early as 1840), but nowhere on a scale large enough to get into the statistics.

In 1918, however, the progressive destruction of the Southern sea-island fields by the boll-weevil and the cutting off of the supply of Egyptian long-staple cotton by the submarine warfare worked a radical change in the situation. The tire manufacturers, who, to produce first-class tires, must have long, strong, easy-felting fiber, grew alarmed and rushed to the Southwest, where alone in the United States did it seem possible to quickly supplement the supply. They "signed up" existing cotton growers and induced new ones to put in cotton crops, supplying them with seed and guaranteeing high prices for all they could produce. One big company went further. Acting through a subsidiary, it bought thousands of acres in the Salt River Valley, in Arizona, of land irrigated by the great Roosevelt dam and planted it with seed brought from Egypt, producing a staple slightly longer than its parent and equal to it in every other way. This variety, christened "Pima," from Pima county, Arizona, where it was first grown, was sown on 80,000 acres in 1919 and on probably 200,000 acres in the current year, although no reliable estimates are yet available.

Word of the great probable demand for cotton had, of course,

been spread broadcast, and scores of growers in dozens of practically new localities joined in the rush. Not all of these were successful; in some places conditions were not favorable; in others the conditions were not well enough understood to warrant success, and in scarcely any of them was the yield large enough to call for individual mention in the statistics. But in the aggregate the yield was considerable and gave abundant promise for the future.

The cotton country, as now established, stretches along a great arc, nearly a thousand miles long, from near Phoenix, Ariz., to well north of Sacramento. It is, however, not continuous. All agriculture in the Southwest is far more a matter of water supply than it is of soil, and water supply, for cotton, at any rate, is available only in valleys. Of such, the Salt River Valley in Arizona and the Imperial and the great San Joaquin River valleys in California are the best known. But there are many smaller ones.

The total possible area available for cotton culture (that is to say, available land on which water can be or has been brought) is estimated at 12,000,000 acres. This is, however, mere persiflage, for it admittedly includes many square miles now devoted to orchards, grain, and even cities and villages. The actual area on which it would be economically practicable today to raise cotton is reliably fixed at about 2,000,000 acres, about one-fifth of which was sown to cotton in the current year. When the great Colorado River irrigation project, now being so strongly urged by the Southwest, is realized about 1,500,000 more acres will be brought under cultivation, most or all of which will be probably best suited to cotton.

In each of the larger areas the acreage sown to cotton has steadily increased, but the yield per acre has varied somewhat. In 1918, in which year the rapid increase in cotton growing began, the Imperial Valley yielded less than one-half bale to the acre; in 1919 it yielded two-thirds bale, and in 1920 it is expected to yield three-fourths bale. The adjacent Palo Verde area yields a bale to the acre pretty steadily. Arizona dropped from two-thirds bale in 1918 to three-fourths bale in 1919, and the returns this year are uncertain. The increases are all probably due to the use of better seed, particularly Pima seed, and the decreases are undoubtedly due to local conditions. In the Salt River Valley, for instance, the entire cotton sowing was washed out by floods early in 1920; fortunately, however, time remained to reseed it, though not to Pima cotton, which takes too long to mature.

There is, of course, no hard and fast natural division between short and long-staple cotton; the two grade into each other and the practice which classifies them according to whether they measure above or below  $1\frac{1}{4}$  inches is wholly arbitrary. Strength, silkiness and the possession of a uniform "twist" count about as much in fixing the position of cotton as does actual length. All Pima cotton (about one-third of the Southwest crop) is "long" staple; another third (not Pima) is long staple by reason of its length, and most of the other third, ranging from  $\frac{7}{8}$  to  $1\frac{1}{4}$  inch, has sold in 1919 and 1920 as long staple because it possessed the other determining factors. The possession of these qualities results, of course, from the conditions under which it is grown; rain, with its tendency to cause spatter and mold, is practically unknown after the cotton plants are a few inches above the ground, and insect pests have not yet invaded the fields.

The Pima cotton acreage is steadily increasing. Originally Pima was sown only in Arizona, but its cultivation has spread rapidly in California, especially in the Imperial Valley. Other (literally) long-staple cotton has also increased at the expense of the shorter grades, until superficially it would seem likely that the Southwest was abandoning the shorter grades altogether. However, this is by no means certain, for the shorter grades may be planted later and may thereby largely escape the danger of spring floods, and there are not lacking Cassandras, prophets of woe, who insist that a financial calamity is about to descend on the country and send everything to the demdition how-wows and that, in con-

sequence, automobiles, tires and long-staple cotton will all be drugs in the market.

Be this as it may, the pressure by buyers of long-staple cotton in California shows no sign of lessening. The big tire companies have contracted for all the 1920 cotton that they can get, offering to supply first-class Egyptian seed, which heretofore has been scarce at \$120 a ton; to furnish expert supervision and adequate ginning facilities; to loan on crops at the rate of \$25 an acre, and to buy the yield at the market price when offered, with a guarantee of 60 cents a pound. On the other hand, the California and United States departments of agriculture have arranged for the cultivation of 110 acres of "Lone Star" short-staple seed in the Imperial Valley with the intention of relieving the scarcity of short-staple seed without running the risk of importing insect pests along with eastern or foreign seed.

So much for the "growing" end of the story. The manufacturing end is more complex and much more indefinite.

Cotton manufacturing, if carried on anywhere in the Southwest, must be located at Los Angeles. But Los Angeles, like the rest of the Southwest, has suffered heretofore, as a cotton manufacturing city, because the cotton raised in its tributary region was mostly used solely for tire manufacture, for which purpose it had to be shipped either to the Eastern United States or to England, and was altogether too valuable to be diverted to other local purposes. On the other hand, the cheaper cotton grades raised near at hand did not aggregate enough to warrant the establishment of a mill to use them.

The first clue to a way out of this dilemma came when the same tire company that had led the way in growing Egyptian cotton in the Salt River Valley went to Los Angeles and, through a subsidiary, broke ground on a great cotton factory planned to operate 33,000 spindles. Part of this factory will be in operation in June and all of it by next September, when this year's crop comes in. The company estimates that it can bring its own cotton from Arizona and the Imperial Valley to Los Angeles, manufacture it there and ship the tires by Panama Canal to the Atlantic and supply its trade to all the coast cities there at less cost than it can now supply it at the same places from its home factory at Akron, O.

This, of course, does not especially interest the Southern planters, except as it may lessen the demand for their cotton by tire factories that may be induced to migrate to the West, and any such reduction is likely to be unimportant.

There is another though secondary result, however, that should be considered. Tire-makers use only the very best and strongest even of the long-staple grades they buy, ruthlessly combing and carding out all that does not come up to the rigid requirements. It is estimated that this rejected portion will amount to about 30 per cent of all the cotton bought. The "reject," though technically waste, is still very good cotton and readily sells for other manufacture. From even the one 33,000-spindle factory it will amount to a very large total, and if Los Angeles gets four or five more such factories, as she optimistically hopes to do, she will have nearly one-fourth of her long-staple crop available for use at possible prices as well as the whole of the short-staple crop. This of itself should supply material enough for two or three mills for the manufacture of the coarser grades of cotton fabrics such as are made by the mills of the South. With the finer grades manufactured in New England it could not compete.

And if Los Angeles does get such mills to going, the high cost of transcontinental railway freightage will almost certainly give them control of the Pacific Coast markets for such material and will cut out the Southern mills altogether.

Nor does Los Angeles' happy dreams stop here. Already she is figuring on exportations to the west coast of South America, relying for further supplies of raw material, if her needs should grow beyond her own power to supply them, on Mexico, Peru and China.

The State of Durango, Mexico, raises a good deal of excellent cotton, with easy access to Los Angeles by sea. Peru also raises much cotton, both short staple and an inferior sea island, also within easy sea reach. And China has a large stock that might be drawn upon.

Heretofore little or no cotton from any of these three countries has come to Los Angeles; there has been no reason why it should. The city had no real use for it, and could do nothing with it except

to ship it on to the East at heavy railway rates. Moreover, she had no easy and satisfactory means of fumigating it in accordance with the State law so as to destroy possible insect pests.

Nevertheless, Los Angeles considers herself the natural market for Durango and Peruvian cotton, except the rather scanty rough Peruvian which is used almost wholly for mixing with wool, and does not doubt that she can get it whenever she can use it. And she figures that she will get some of it in the next year or two, after she gets a coarse-fabric mill or two into operation. Later, when she gets all the prospective mills, tire-making and coarse fabric to going, she counts on getting all of it, and, if necessary, a lot of the Chinese production. That she is willing to back up her belief with money is shown by the fact that the municipality is about to add a huge fumigator to the already great municipal cotton dock and cotton compress.

Southwestern cotton manufacture, except for one 33,000-spindle tire factory, is still in the air. Nevertheless, anyone meditating on cotton would reckon ill who left the Southwest out of his calculations.

### Substitutes for Gasoline Being Sought by Chemists Experimenting for the British Government.

London, England, May 29—[Special.]—In view of the scarcity and high price of petrol, says the American Chamber of Commerce in London, the British Government has commenced an important series of experiments with a view to discovering an efficient substitute.

Extensive new laboratories are being provided with a special staff of assistants and investigations are at present being made into the possibilities of power alcohol, since it is believed that this can be used in place of petrol.

Experiments in extracting power alcohol from a number of vegetable substances have already been made, and it is said to be clear that the power alcohol can be produced far more cheaply than the present selling price of petrol.

In this connection, the interview with Prof. H. B. Dixon, C. B. E. F. R. S., is of great interest. Professor Dixon, who is a member of the Inter-Departmental Committee on Alcohol Motor Fuel, is in charge of all research and experiments which are being conducted at Manchester University with the object of discovering a suitable alternative fuel to petrol, says that if prompt action is taken by the British Government, the motor users of the British Empire will soon be independent of all imported motor fuel. In any case, provided that some action is eventually taken, the days of the 7s. 5d. tin of petrol are numbered.

Professor Dixon has been, and still is, conducting searching inquiries into the different values of ordinary alcohol, ether, benzole and various mixtures of all three, as a petrol substitute.

The great difficulty to be overcome, points out the American Chamber, is that nothing has yet been discovered which will make power alcohol impossible for human consumption. In this form it is heavily taxed, and would be too dear for use as a propellant, while if it were issued untaxed it would be used instead of tax-paying drinks and would result in an enormous loss to the national revenue.

The success which has so far attended the investigations, and the probability of a new motor fuel being placed on the market as a result, is welcome news to motor users, who received with dismay the report that in a year's time America would be unable to export petrol as it will be required for home consumption.

### Natural Gas at McMinnville, Tenn.

Within a radius of 50 or 60 miles of McMinnville, Tenn., the territory is said to be saturated with natural gas. Wherever wells have been dug to any considerable depth it has been found in abundance, so we are informed by C. M. Hughes, secretary of the Commercial Club of McMinnville, who writes that a local oil company was organized and a well put down to a depth of 500 feet, striking gas at different levels ranging in quantity from two cubic feet to 50,000 cubic feet a day. He states that there could be thousands of wells drilled with the same result, but the local people do not have the capital and they have no use for the gas unless industries could be established to take advantage of the natural fuel supply.

# Disregard of Law and False Education Responsible for Many of Our National Ills—A Sermon by a Layman

By F. W. FITZPATRICK, Architect, 58 E. Washington St., Chicago.

People stop each other on the street and ask "What's up?" They sense something out of kilter, something unusual, something "in the air." They say that always after a war there's a period of unrest, of turmoil, politics, everything is all mixed up. This time it seems accentuated, perhaps because of the magnitude of the war we've just gone through. But war or no war, is it not a fact that the world has gone crazy with selfishness and ungodliness? Everyone is clamoring for "liberty and his rights," and has pesky little, if any, regard for the other fellow's rights and liberty.

There are those sacrilegious enough to even aver that our form of republic, or any republic, for that matter, is not the last word in government. My heterodoxy may not carry me to any such extreme, but I do believe, and here humbly express that crude, layman's and probably most unscientific belief that we are carrying the basic principle—liberty—of our foundation too far into the superstructure. Were I more pessimistically inclined, I might even venture to assert that it does appear, indeed, as if the entire fabric bade fair to be but liberty, without much of anything else.

In the first exuberance of our newly acquired liberty an excess of emphasis upon that word was most pardonable, but now, over a hundred years later, we find it still more accentuated, with the fiercest brand of the article the only one in popular favor. It may be late, but would it not be sane to pause, and look ahead, and throw out the sounding-line to discover if we are or are not driving our craft into too shallow water, and perilously near exceeding sharp rocks?

Speaking of "driving" in nautical metaphor reminds me of its application in another sense, and makes me wonder why there is not a movement set afoot to bar the use of lines and bridles on horses. To be consistent in our striving for the top notch of liberty to all and to everything, such a movement would seem to be quite in order.

But in this jotting down of a few vagrant thoughts I propose to keep as near as I can to the one phase of the subject that first prompted that infliction upon the tolerant reader—the effect of all this talk of liberty upon and its application in the training of the young.

We figuratively auger liberty into the minds of the young before they can say "goo-goo;" we cram the child with liberty while it is a toddler, and in adolescence we give it junior republic, scholastic self-government and what-not. And we are loud in our praises of the splendid effect it all has upon the youngsters, their self-dependence, their manliness and all the rest of it. But is there not a reverse to the picture? Liberty minus that little thing that our mechanical friends always place upon an engine, a "governor," means, in plain English, license. And we have the latter right with us.

The child is consulted about everything he is expected to do; he has forgotten that there is any such thing as authority; liberty is thoroughly grafted into his being; the reading we put before him is all about deeds of valor in the field to secure liberty, the uprisings of the down-trodden, and the blessed word "liberty" is so dinned into him that it is most natural that he should want some of it in the flesh as well as in theory. Why, therefore, should he obey his father? And as for teachers, bless you, his main effort and ambition are to have papa use his influence in getting Teacher So-and-so discharged, because, forsooth, he or she has tried to make little Willie do something he did not want to do; and does not that constitute a cardinal infraction of the very first principle of liberty?

So the child's education goes on. Authority is a dead letter to him. He has to have a finger in everything that at all concerns him, and if he doesn't like the way it is being done, then must he veto it; for lo, would it not interfere with his liberty? We have nurtured and coddled that "infant industry" of liberty until now it is a very captain of industry, unduly inflated over its own importance, utterly regardless of everything but self, and as grinding of all it can get under its heel as was ever its polar kin, oppression. It has grown to mammoth size, and is discourteous, arro-

gant, lawless and insolent in its vaunted strength, and will brook no opposition.

What respect has our average schoolboy for any authority or law? He is subject to it only as long as it is strong enough to curb his will by superior power. He yields no fealty to anyone nor anything voluntarily. To be "saucy" to teacher is smart. Teacher is barred from spanking him, and nothing else hurts. He speaks of a president as "Teddy" or "Bill;" father as the "old man;" a passing auto is a target for snowballs or stones; old age or lameness, a fitting butt for ribald jest; and the policeman, the visible sign of the law, is to be jeered at and reviled if one is only at a safe distance from his clutches. The average youngster of today is a vandal and a heathen, a potential gunman. It all seems very "cute" and up to date to some of the elders, but—perhaps I am but an old croaker, cawing even as did the raven—I like it not, and go forth wagging my head. For is not all that but the first stage leading to and really the creation of another condition that is already with us—a condition that has inspired hundreds of columns of editorial matter within a very short time—disrespect for all constituted authority, and most widespread? I have before me one of the most able editorials that I have seen in print. It is entitled "Disrespect for Law," and is from the Montgomery Advertiser. It deserves most careful perusal and a far wider one than it is destined to receive. It calls attention to the fact that it has even been our boast that ours is a government of law and order. Where the law is supreme in fact as well as in theory, government of the people and by the people must be just and stable and uniform in its application to all citizens; then we have no reason to fear national decadence or failure.

But we are not living up to the theory of government which has so long been our boast. Unpleasant as the confession must be to all good citizens, it must be made that the law is falling into contempt everywhere in the country. Lawlessness prevails in every section, not mere individual acts of violence, but what may properly be called "organized crime." What is so deplorable is that one cannot take up a newspaper without reading accounts of lynchings, of destruction of property and of organizations to commit criminal acts of various kinds. Labor unions, associations of employers, organized bands of farmers, all kinds and conditions of men, bankers and paupers, bosses and laborers, are equally prone to and do resort to acts that are crimes in fact, and that are bringing the law of the land into such contempt that we hardly even appreciate its existence. Surely have the lovers of good government grave cause of apprehension and uneasiness.

A great railroad magnate a few days ago, through his attorney, averred in open court that the laws were not made for men of his caliber. Such men, and all of us, for that matter, evade or corrupt or control or contort the law wherever we can to our own ends. And that craze for liberty, with its attendant disregard for law and authority, has crept into everything; it influences our morals; it is making a byword of marriage—one divorce to every four weddings in Los Angeles!—it is at work upon the whole of our social fabric.

What is there to do about it? Like all the other great problems before us, we have let it get pretty serious before even thinking about solving it. We are an extravagant, a thoughtless and short-sighted people, and go at the most important things with a dash, and are so superficial that we pooh-pooh and set aside the gravest matters of life. And it is all in our training. It is small wonder that the older people of the world look upon us with alarm and speculate as to where our plunge will carry us. There is no sudden cure, no panacea in my pharmacopoeia. I can think of but an attempt at prevention of the future spread of the most virulent form of this disease while we are putting into play the cumbrous mechanism that will eventually make things more nearly as they ought to be. We must, methinks, go back the same way we came. We got into trouble via the education route, and by that one must we travel in undoing the work we thought we were doing so well, but that has turned out so unsatisfactorily.

We must inculcate a love and respect for its own sake for law



and for the authority that makes it or that it creates. We must forget liberty for a while. Perhaps we may even have to lay down certain rules and regulations in educating the young, and that without consulting their wishes and desires in the premises. While we are at that phase of the matter, it might be well also to change the form of our education somewhat. It is iconoclastic to say it, but it seems to me that we have too much education and yet too little. The people are loaded down with education and scholastic training, and we find ourselves today with nothing but embryo presidents, senators and captains of industry upon our hands—a race of managers, of directors, of superintendents. All must do brain work. All are above manual labor. Our farms are abandoned; the young people are crowding to the cities, and every farmer's son must be a doctor or a lawyer, or at least a school teacher or a stenographer. It all contributes to the general unrest, and leads to the condition we deplored in the beginning of this lamentation.

Why not make the lower grades of the common school impart less diversified information and be more thorough in the elementary lines? The present method touches upon so many subjects, but encourages frivolity in the young, lack of application and a sense of satisfaction in the possession of a mere glossary acquaintance with many things, while a good grounding in one or two would be infinitely more beneficial.

The State should exercise a still more paternal care than it does of its schools, and by the keenest physical and intellectual examinations the children who have passed through the elementary stage should be divided at the earliest possible moment, and only those who show exceptional mental ability sent on up through the higher grades and be prepared for the scholastic, the "learned" lines of life's work, while the others should be carried along in the trade and agricultural schools.

Since the State supplies the education, it is certainly the State's privilege and duty to instruct the children along the lines for which they are best fitted by nature, so that the State may have citizens capable of carrying on all the branches necessary to the complete and perfect harmony of the whole. As it is now, it would seem that the State is bent upon developing clerks and professional men only. The agricultural and industrial schools are too few in number and cater only to the exceptional, whereas they should comprehend all but a few exceptions. As in everything else, we give the child too great liberties in selecting his mode of life, of education, of laws which he will condescend to obey.

"Passing the buck" is a part of our love of liberty and our overweening desire to see that our rights are preserved intact. We can't be wrong; it's the other fellow who made a mistake; it's he who must suffer for anything that happens. It's so in business everywhere, and with all the other nations as well as here. Take taxes and costs. The big man is taxed; he merely adds the tax to the cost of whatever he is making and passes it on; the retailers add their tax, too, and a profit on the tax, so that the consumer pays all the taxes and a profit on them besides! If a tax on labor adds one cent to the cost of an article, the seller invariably makes it three cents or even ten cents.

But the man on wages or small salary can't pass it on in trade. The one redress for him is to join some union and strike, quit work and force the employer to make those wages of livable size. If the latter concedes, he simply plasters that increase back on the goods, and the "vicious circle" keeps up.

This can't go on. People realize that, so they clamor for someone else, the other fellow, to break that damnable ring-around-a-rosy.

And it's truly beautiful to note the almost unanimity there is among the manufacturers, bankers, retailers and professional men that the first break must be made by labor! If labor does not boost any more, everyone else can keep prices as they are at least, and perhaps cut them down a bit.

Labor won't and can't make the first cut. The big gun has to cut some of his profit and start the ball rolling. He's accustomed to profits, his capital to work on, can afford to be "it" for once. The wage-earner feels his new-found advantages; it's the first time he ever had top wages, money to spend freely, some luxuries, and he's wise enough to know that, however much he has, the other fellow is keeping right ahead of him. It would take you years and an axe to get labor to see it ought to begin the cut. The business man, supposed to be more intelligent, more reasoning, logical and public-spirited than the worker, should easily be made to see that

he must cut or our whole commercial structure goes to pot. His interests are such that he must care.

And, after all, it simmers down to one thing, and that is, we can't break the rules of the game and not pay the penalty. There seems to be a great retributive force that in the long run squares things pretty well. Call it Divine law, God, or a great Unknown Power, name it as you will, there it is. And it's pretty well symbolized in the Ten Commandments. Believe these to be inspired from on high, writ upon tablets of stone, or believe them but age-old experiences of man recorded by man, the fact remains that some great law or force changes the seasons in orderly rotation and swings the earth and stars and other worlds in orderly orbits, and we are forced to believe that that same power decrees a certain orderly, rational course for man here below. Those simple, elementary commandments, found with but minor variations in the religions of many races of many times, seem to completely epitomize those laws. At least, as in going contrary to man-made or native-made laws, their infraction invariably brings in its train upheaval, ruin, sorrow and misery, which for me is proof enough of their higher origin.

Now, then, "Love thy neighbor" is much emphasized in those tabulations. Indeed, that seems to be the keynote to the whole document, for, after all, all those inhibitions and ordinances are but the direction of our demeanor toward our neighbor. We've forgotten about loving him, our purpose is to "do" him, or, at least, see to our own advantage whether it hurts him or not. Nations, peoples, families, individuals are greedy, thoughtless anent the other fellow, mean and petty. We are not loving our neighbor, and so, naturally, are paying the penalty for breaking the law.

Get that well in mind. Make it a rule to think a little about how our actions are going to affect the other fellow; be a bit solicitous as to his welfare; don't be ever trying to get the better of him in a trade; don't rush for the best seat in the car; in big things and in little cultivate real consideration. Begin with the individual, then with organizations, nations, and you'll need no League of Nations. And without the leaven of good feeling for one's neighbor no man-made League of Nations, however ratified and hedged in and supported, is worth a snap, for it cannot last.

Take such a detail as salesmanship. It is an art, a science, one of the principal bases of business. Today its meaning is that the truly successful salesman is so adept that he can sell a man three shirts, a mess of pink mice and a house and a lot who wanted but a fresh collar. The thing is to get rid of goods at a profit, regardless of any other consideration. Such a salesman is a prince among his kind, he is in high demand and is pointed out as being a pipin, a belovafella and on the high road to great success.

I can't see it that way. To me that sort of thing savors much of obtaining money under false pretense, a confidence game. It may seem silly, but my idea of a good salesman is one who finds out what a man needs and wants and can afford and then sell him that which best meets those requirements. Visualize such a seller if you can. Suppose that he knows that a competitor's goods are better for that man than his own; he'll say so, and, further, he'll exercise a fatherly care that the buyer will not overload his purchase! How long would such a salesman last? Is it really so that in commerce the warning must ever be "Buyers, Beware!" Must business always be "To the victor belongs the spoils?" Or can we not cultivate even in business a little of the spirit of "Love thy Neighbor." Should we not revise our business morals code to the point that at least we would not ever seek to "do" our neighbor as well as our enemy? Let us try it.

### Phoenix Clay Corporation Organized in Texas.

General clay products will be manufactured at Bridgeport, Tex., by the Phoenix Clay Corporation. This company has been organized with \$200,000 capital and has secured site upon which to build a plant with daily capacity 125,000 bricks, or 150 tons of tile. Plans are being prepared and machinery has been ordered. Officers as follows: C. W. Martin, president; T. M. Dees, vice-president; Eugene De Bogory, secretary; all of Dallas.

### Planning \$500,000 Municipal Buildings.

Architects and contractors are invited to correspond regarding plans, specifications and contracts for erecting a municipal building and large auditorium at Lexington, Ky. No action has been taken as yet except to vote bonds for \$500,000, and this vote has been declared entirely valid. Thomas C. Bradley is the mayor of the city.

# Tenancy As Related to the Negro Problem

By DAVID Y. THOMAS, Professor of History and Political Science, University of Arkansas.

The crux of the negro problem today is economic. So far as the rural population is concerned—and most of the negroes live in the country—it revolves around the relation of landlord and tenant. There are varying forms of tenancy in the South, but probably the one out of which most trouble arises is that in which the landlord furnishes everything except the labor and gets half the crop. Closely related to this form is that of the share cropper, who furnishes the livestock and tools and gets three-fourths of the cotton and two-thirds of the corn. Practically all of the first class and many of the second are without cash or credit, consequently the landlord, who often is also a merchant, furnishes his tenant with food and clothes, or stands good for him at some store, where all his trading must be done. At the end of the year there is supposed to be a settlement and the tenant gets what is left of his share, if any, after deducting for advances made for supplies. In other words, the landlord furnishes everything except the labor (and the land, which really is supplied by nature), risks everything, and gets everything in many cases.

The most common complaints against the tenant system seem to be that the charges for advances are exorbitant, that accounts are often padded, that the landlord will not render itemized accounts, that the tenant does not enjoy freedom of sale and does not receive the market price for his share when the landlord takes it over for advances, and that often it is impossible to get a final settlement.

It is easy to explain. I will not say justify, most of these practices. The exorbitant charges are due to two things. In the first place, the creditor adds interest, usually at a very liberal rate, for the advances, and he may add a rake-off for the planter. In the second place, such advances are a great risk, and the creditor adds another considerable item as insurance against loss in case the debtor abandons his crop and "jumps" his debt. As for padding accounts, that is simply a form of cheating, and probably is no more common than other forms of cheating among business men. Itemized statements would mean nothing to the illiterate man, and little to the man who can barely read.

The lack of freedom of sale is due to several causes. The crop is mortgaged and cannot be sold until the landlord is satisfied. For protection to the landlord there is a law in some States making it illegal to sell cotton after dark. I have been told by people living in the heart of the cotton country that buyers sometimes have an understanding not to bid against a landlord on his tenant's cotton. This is simply a form of "restraint of trade" not unlike that which the Government of the United States has been fighting for years with indifferent success under the Sherman anti-trust law. It would be difficult to prove such agreements, perhaps more difficult than in the case of the trusts, but that they exist in some places seems morally certain. This is what makes it possible for the planter to take over the cotton at less than market price. The excuse sometimes offered for this is that the planter is not ready to sell and must protect himself against a possible decline. Such an excuse will not hold water and is unworthy of notice.

As for the final settlement, in many cases that would simply mean to tell the tenant how much he is in debt. It does not follow that all of the charges are fair ones. If the year happens to be a bad one the number of tenants who fall behind is large. This was true in 1918, and I could point to one firm in a small town which carried over to the next year \$60,000 of such accounts, part of it for advances to their own tenants, part to the tenants of others. It is true the tenant should know the amount of his debt, and generally he does find out. He is asked to stay and pay it out next year with a good crop. Occasionally, it seems, the planter does refuse to make a settlement. The explanation given is the desire to hold the labor for another year. Before the Civil War the planter was sure of his labor because it belonged to him. Keeping the tenant in debt is another but less sure way of reaching the same end. The owner (a Northern man) of one of the plantations where the trouble occurred near Elaine, Ark., in 1919, is said to have instructed his agent not to make a settlement, with this end in view. That the system has failed to accomplish the ends desired is attested by the fact that thousands have left the

South. Fair treatment is better. Slavery was abolished by law, and this practice should go the same way.

The most effective way to remove the evils of the tenant system would be to abolish the tenant system, substituting ownership, but since that is not likely to be done any time soon, we must look for something else. Long ago we recognized the fallacy of the *laissez faire* policy in other industries, such as manufacturing, mining, railroadings, etc., and many laws have been passed depriving employers and employees of some of their freedom, generally with the aim of bringing greater freedom to the greater number. Today the advantage seems to be slightly on the side of the employees. In agriculture the *laissez faire* policy still holds in most States so far as the tenant system is concerned, landlord and tenant still being in a condition of "freedom," the advantage being on the side of the landlord. It is time now to recognize the fact that big business in agriculture (there are many corporations and partnerships owning thousands of acres) and little business must be regulated or they will get ahead of us, just as they did in other industries. If all landlords were like one of whom I heard, this would not be necessary. At the beginning of the year he gets two books, keeping one and giving the other to his tenant. Every advance is entered in both books. At the end of the year he is willing to settle by either book. But many landlords are of a different type.

If the tenant only had cash or credit, that would solve the problem. Any bank lending to such customers would soon be closed by the examiner. Even the farm loan bank does not come within a thousand miles of them. The landlord is the go-between for them and the bank, and he pays himself handsomely for the risk. To solve the problem and keep the tenant system, the risk must be reduced.

Keeping of accounts for all advances should be required by law. Some officer, perhaps the county judge, should be empowered and, when requested by either party, required to audit these accounts. Bills should be made out in triplicate for every advance made to the tenant, one copy being kept by the creditor, one going to the tenant, and one to the officer who is to audit the accounts. In many cases the tenant will lose his, but there are two others. Monthly statements should be rendered to the tenant, if requested, showing his standing. A final account itemized according to the bills made out during the year should be rendered at a fixed time, which time may for good cause be extended by the auditor who is to approve the final settlement. The auditor should see that the tenant is allowed the market price for his crop and that the charges for the advances are not exorbitant.

It may be objected that this would be unfair to the landlord, since it greatly reduces his insurance on the risk assumed in taking a tenant without property and none too well supplied with character. But the risk would be materially reduced, for the tenant, feeling more certain of justice, would be less inclined to run away from his contract. However, the plan does not offer a complete solution, for even reasonably good conditions will not always hold a man, white or black, to his labor contract. The labor contract is one that cannot be enforced, for compulsory labor, except as a punishment for crime, is forbidden. Mutual trust and goodwill, which are beyond the law, but for which the above-named regulations will lay a good foundation, will go a long way toward solution. Education in moral responsibility on the part of both landlord and tenant will carry us over most of the way still uncovered. The rest, if not negligible, could be covered by insurance by the planter, just as the manufacturer carries insurance to meet his liabilities for accidents.

Some people are incapable of managing a farm successfully, even if given a title in fee simple and supplied with tools. The foregoing policy recognizes the fact that such people are to be treated as wards, and it makes them wards of the State instead of leaving them to be exploited by individuals. It also protects the capable ones who, under a square deal, can rise to a position of independence, to "freedom."

One of the best forms of insurance against revolution is a large and contented rural population. Unfavorable conditions of tenancy and of labor have been a fruitful cause of migration of negroes from the South and of rural workers throughout our country to the industrial centers, where higher wages are offered.

Sometimes they are disillusioned, finding that, owing to a higher cost of living, they have received practically no increase in real wages. If we wish to stabilize conditions in this country and secure the production of an abundance of food, we must not ignore the rural problems.

### **A Negro Leader Warns the South Against the Work Among Negroes of Organized Labor and Appeals to the Whites to See the Danger.**

Southern Afro-American Federation of Industrial Brotherhood, Birmingham, Ala., June 2.

#### **Editor Manufacturers Record:**

During the summer of last year I wrote you a theme relative to my people living below the Mason and Dixon line and their affiliating with organized labor, but in your judgment you decided that it was too radical, and the manuscript was returned to the writer.

Since that time the actions of organized labor throughout the South, in their misleading propaganda with my people, have justified every word that I said in that article.

Therefore, permit me to say I do not know whether you and your able staff are cognizant of the fact which I am about to state, but such is true, not only in the Birmingham district, but throughout this land of Dixie there is an organized effort skillfully planned and mapped out by organized labor with a colossal propaganda of class hatred, distorted arguments and false, misleading industrial statistics that are more preposterous than seemingly human wisdom could devise, for the distribution among the masses of my people in every farming and industrial institution of the South.

As one who has had quite a bit of experience with organized labor, both North and South, I can truthfully say that unionism and its leaders have a sense of psychology.

They know the most feasible method to educate the masses is to carry what knowledge they want them, to know to them. And when they go to them they do not ask them whether they want the truth or a lie, because they know by going directly to their home, meeting them on the job, they are facing the competition of truth.

Again, this propaganda is set in motion for the purpose of dynamiting the economic structure of the South and bringing about a great exodus this spring of the members of my race, which will mean industrial chaos and spelling to the South a "closed shop."

This undemocratic propaganda is being circulated through the means of well-prepared literature, and by the word of mouth of skillful paid agitators, who have wormed their way into every avenue of our industrial machinery.

Sir, if I can see aright, now is the time when the South should have a "propaganda" of the "naked truth." It needs it now as never before in all its history. The need is imperative if the South is interested in the economic industrial welfare of itself and the negro, and would foil the plans of these unscrupulous agitators in their effort to turn back the hands of the clock of industrial economic progress of the South for another 50 years.

As I weigh the situation in the scales of years of experience, the only practical ground that I can see by which to combat these cunning, sinister agitators is through a "systematic organized welfare speakers' bureau" that will cover this entire South, carrying a message of "economic industrial truth" into every industrial institution, the churches, the schools, and, in fact, every plant, large and small.

The great light of truth should be thrown into every section of the South, the farming districts, the mining communities, the rolling mills, the foundries, the pipe shops, the railroad shops and every place where the relations between the captains of industry and my people are being used as the scapegoat for the promotion of radicalism and industrial unrest and class hatred.

As I go over the South I hear all kinds of Bolshevistic statements, not only by the men of my race, but the women, who say that the captains of industry and the landowners are nothing more than a band of criminals, who are bleeding the negro to death, while they are living off the fat of the land and making thousands of dollars every year, and the sooner every negro man and woman can arrange to get away from the South, the better off they and their children will be, as they haven't a chance down here.

Sir, do you and other leading Anglo-Saxons of the South not know that such Bolshevism is being preached to my people by undemocratic labor agitators for the purpose of creating discontentment and general industrial unrest, when it is a fact the race as a whole is making more money, living better and receiving better treatment than we have ever in the history of our freedom?

In order to change the tide of this terrible propaganda, the leading class of the Anglo-Saxons of the South must wake up to the human side of this proposition, and not hesitate any longer to create in every section of this land of Dixie a "welfare speakers' bureau" of real honest straightforward negro manhood clothed with a message of "naked truth" that will enlighten the masses of their race.

That "truth" that was left on record by Jesus Christ Himself: "And ye shall know the truth, and the truth shall make you free."

The "truth" stripped of all camouflage, carried into the farming districts and the industrial centers, will be a new birth to the negro race in the South, and the scales of Bolshevism preached to them by organized labor agitators will drop from their eyes, and they will recognize the fact that the South, after all, is the better place to live and make economic, moral and industrial progress.

It will be a paying investment for the South and its civic organizations and captains of industry to wake up and take hold of this proposition organizing this "welfare speakers' bureau" for the saving of the South's asset in the negro. Again, the South should take as much interest in trying to save the negro from the clutches of organized labor as the latter is taking in trying to bring about an exodus and industrial chaos.

There are races that are to some extent part of this great republic who need to be Americanized, but that is not so with the negro. He is 100 per cent American, and all he needs is to be enlightened and told the whole "truth," and he will march to the drum beat of that truth.

Yours for God and Country,

P. COLFAX RAMEAU,  
Editor and Welfare Social Worker.

[The foregoing letter from Rev. P. C. Rameau, president of the Southern Afro-American Federation of Industrial Brotherhood, presents some facts which should command the serious attention of the people of the South. We have had a good many indications lately that there is a Bolshevistic spirit at work among the negroes of the South. It is possible that the propaganda may in part be under the direction of organized labor, as Dr. Rameau claims, but at any rate from many negro pulpits statements are made which mislead these people very greatly and should in some way be counteracted. It is quite evident that some negro ministers are under the influences of this spirit, or else in the pay of the propaganda, whatever may be its origin.]

The whole matter should receive the careful study of all classes of Southern people, and every effort should be made to overcome the evil influence of the misleading work which is now under way, whether it be directed through union labor organizations or through the general Bolshevistic campaign. In many parts of the South the business people are taking hold of the matter intelligently and are seeking to bring about a better understanding and co-operation between the whites and blacks which should lead to the betterment of every interest of this section.—Editor MANUFACTURERS RECORD.]

### **Contracts for Making Overalls and Blouses Wanted by a Negro Company at Norfolk.**

THOS. W. NEWBIE, Secretary T. W. Newbie & Co., Inc., Portsmouth, Va.

I am writing you at the advice of one of the leading business men of this city, asking if you will put us in touch with some firm that is desirous of having overalls and middle blouses made up.

My company has purchased the barracks and other buildings used by the Government during the war activities in building up Truxton, a little city in the city of Portsmouth, Va., and we have the place, we can secure the labor from the residents living on the project, and the only things we need are the contracts for doing the work, upon receipt of which we can install machinery necessary to finish same. I will say in passing that my company is a negro firm and the project (Truxton) a negro project.



## THE IRON AND STEEL SITUATION

### Iron and Steel Production on Increase—Price no Barrier to Sales—Traffic Conditions Slightly Improved.

Pittsburgh, Pa., June 14—[Special.]—The American Iron and Steel Institute reports that in May 2,883,164 gross tons of steel ingots were produced by 30 companies, which in 1918 contributed \$4.03 per cent to the total ingot output. From this it may be computed that the rate of production for the whole industry during May was at the rate of about 41,050,000 gross tons of ingots a year, against rates of 37,550,000 tons during April and 45,200,000 tons during March. In the forepart of April, production was at almost as heavy a rate as in March, while later in the month, when the rail strike had spread eastward from Chicago, production was much curtailed, and at the low point the rate was probably under 34,000,000 tons. With a progressive improvement thereafter the rate at the close of May was probably about 43,000,000 tons, and by the end of June the rate may be equal to the March rate, or even higher.

#### Capacity and Requirements.

It does not appear that consumers of steel have any great fears that they will not be able to secure all the steel they need within a very short time. Certainly in the light of production statistics there is no ground for fear until there is a much better rounded out consumptive demand. Early in the year buyers were very fearful lest they should not get enough steel. They were afraid of each other and bid the market up on themselves. The automobile industry took the lead, and while at best it consumes steel equal to only, say 6 or 7 per cent of the capacity, it made 90 per cent of the market. Buyers were afraid the automobile industry or the railroads would get all the steel. The automobile industry, however, cannot use much steel and the railroads have not the money with which to buy much. If there were to be a scarcity of steel now it would represent a national calamity impending, for there would be no steel for the development of the country when business really strikes its proper gait, for in the matter of development and new construction, business is scarcely even limping at present.

Reverting to production statistics, there was a certain rate of steel production, about 45,000,000 tons a year of steel ingots, attained in October, 1918. With the signing of the armistice production fell off six months, reaching a low point of 50 per cent of capacity in May, 1919. Then there was an increase, but even up to the iron and steel strike of September 22 a rate of only about 85 per cent had been attained, and part of the production for a month or two before the strike was to stock up consumers who wished to provide against the consequences of a strike. For nearly a year, in other words, production of steel was curtailed by lack of orders. Then for a couple of months production was curtailed by the steel strike. Next it was curtailed by the coal strike and car shortage. In February and March of this year something approaching full production was attained, the rail strike then coming, curtailing production very considerably, and deliveries of steel still more.

Thus, for over a year and a half since the armistice there have only been two months of moderately full production of steel, and it now appears that during those two months enough extra steel was made to enable many consumers to replenish their entirely depleted stocks, and thus get through with the reduced deliveries during the rail strike better than would have been expected. Now there is prospect of full production of steel, if the orders hold out, together with a moving of the accumulation of steel at mills, estimated at 1,500,000 tons or more.

#### Steel Prices No Barrier.

Business is waiting on various things, mention of which need not be made here, but one thing it is not waiting on is a readjustment in steel prices. The steel market is no barrier to a full volume of buying. When business wishes to go ahead, when investors desire to go in for construction requiring steel and other things, there will be no hesitation on account of steel prices being too high, for they are not too high by any comparison that can be made.

One may rejoin that this statement cannot be entirely correct, when the independent steel producers are quoting prices \$10 to \$20 a ton or even more above the prices of the United

States Steel Corporation, the Industrial Board prices of March 21, 1919. That is merely a detail, a passing incident. There has been a wide range of steel prices, according to the delivery, the mills with the smallest order books being able to make the quickest deliveries and thus obtaining the highest prices. Each independent producer reduces its prices as it finds it necessary to seek additional business. Mills already booked three months ahead need not do so, for, indeed, to cut prices would be to jeopardize some of the business already on books. Thus the prompt delivery prices have been falling while the prices for nearby delivery have been yielding only a trifle. The independents are not booking as much as they produce, and thus are catching up, while the Steel Corporation is booking more than it produces. If the market price is the price at which the bulk of the business is being done, then the Steel Corporation's prices are the market. Whenever any large quantity of steel business is offered the independents at the Steel Corporation prices, and no higher, the independents will accept.

If business involving the consumption of steel is waiting on readjustment in prices, it is not waiting on steel price readjustment, as far as the Industrial Board level is concerned, for that is only about 80 per cent above the 10-year pre-war average, and commodities in general show a much larger advance. The cost of labor shows a vastly larger advance.

#### Steel Corporation Bookings.

May was a dull month in the steel market generally and the independents seemed to be booking very little business. The Steel Corporation, however, has shown by its recent report, booked in May at about 12 per cent more than its capacity, at about 68 per cent more than its shipments, and at 30 or 35 per cent more than its production. Evidently the corporation's customers were quite satisfied to tie up with the Steel Corporation. In many cases the buyers were making contracts on which they would not get deliveries until next year. Thus while buyers will go no farther than they can see when buying at prices above the Steel Corporation level, they are quite content to buy far ahead at that level.

The Steel Corporation's statement showed 10,940,466 tons of unfilled obligations at the end of May, this representing an increase during the month of 580,719 tons, equal to 44 per cent of the month's capacity. Estimating shipments (curtailed by the traffic congestion) at 68 per cent, the bookings in the month are seen to have been about 112 per cent of capacity. The corporation's estimate of capacity is 52,500 tons per working day, and the unfilled obligations on June 1 are equal to production at capacity to about the end of the first week of February, or to production at 90 per cent of capacity to the end of that month. These are merely average dates, of course, for the orders are not distributed uniformly to the different finishing departments.

Conditions in the market now are much the same as those of May. Independents are booking relatively little business and prices for the earliest deliveries are declining. The number of mills able to make prompt shipment is increased, for some mills which a few weeks ago were promising deliveries only in three months or thereabouts can now make prompt shipment.

#### Traffic Conditions.

The majority of shippers find from week to week a slight increase in the car supply, though here and there a shipper is found who asserts that conditions are not improved from two or three weeks ago. The iron and steel industry, as a whole, however, is quite sanguine as to the future of transportation in the next few weeks, basing its view upon the experience of the past, that when there is traffic congestion it is the first loosening up that is difficult, and that when a good start has once been made, however slowly, the improvement thereafter is relatively rapid. The steel industry is still not shipping as much steel as it produces, but it is now stocking only a small percentage of the current make, and it is likely that in a very short time there will be an even break. Afterwards, a period of from two to four months will be required to move out all the steel now accumulated in mill yards and warehouses. This movement cannot be rapid, as the railroads at best could not carry much of an overload, and in any event it takes labor and time to pick up and load steel that has once been stocked.

### Monthly Report of Steel Ingot Production.

Following is the monthly production of steel ingots from January to May, 1920, as reported to the American Iron and Steel Institute, New York, by 30 companies which made about 84.03 per cent of the steel ingot production in 1918:

Months.	Open hearth.	Gross tons Bessemer.	All other.	Total.
January, 1920.....	2,242,758	714,657	10,687	2,968,102
February .....	2,152,106	700,151	12,867	2,865,124
March .....	2,487,245	795,164	16,649	3,299,049
April .....	2,056,336	568,952	13,017	2,638,305
May .....	2,251,544	615,932	15,688	2,883,164

### Lull in Birmingham Pig-Iron Market, With Steady Production Increase.

Birmingham, Ala., June 14—[Special].—The lull in the pig-iron market which started in on the first of the month continues in the Birmingham district, but production is showing strength every week, for the first two weeks of the present month a steady pace being set and indications pointing to an output that will exceed anything that has been noted in a long time. Furnace companies are experiencing some transportation difficulties also and are not able to move out as much of their product as desired. The opinion is held here that buying is lagging some because of the troubles at consumers' plants to move out their products, hence some accumulation of pig-iron. However, there is no loss of confidence, and hope is expressed that on the turn of the month there will be renewed inquiry for the furnace product not only for the last half of the year, the probable make having been sold upwards of 80 per cent, but also into next year.

Labor disturbances, which have been casting a few shadows ahead, financial readjustments and other rearrangements, wages and otherwise, not to overlook the political situation, will begin to settle down in the next few weeks, it is believed, and the great activity that has been looked forward to will set in. Reorganization of the Alabama organization of the United Mine Workers of America was started in on today in Birmingham, a convention being called by the officers who have held on for several years, the national body having decided to recognize the autonomy of the Alabama district branch. In addition to electing officers, a constitution and by-laws were perfected, and a conference has been called with coal operators looking to the perfecting of a contract between the two interests. For some time coal operators have taken a stand that there is to be no recognition of the collective bargaining idea; in other words, the open-shop plan of operation will be maintained. The larger iron and steel companies of the district apparently have the situation well in hand. The smaller concerns have formulated a contract and will maintain their claims. What strength there is in the reorganized body remains to be seen. What effect this labor will have on other labor is also a matter for future showing. In the meantime, the coal production has been lagging, the coke production is off in this State, fortunately, however, with independent companies, and not with the supplies of the blast furnaces.

Export business will again assume some proportions, it is believed, inasmuch as there are probabilities of Southern ports soon to be active.

During this week the second ship of the Steel Corporation subsidiary will sail from Mobile, the City of Birmingham, the second ship of the Chickasaw Shipbuilding & Car Co., bound for Yokohama, with a cargo of Birmingham products. As before stated, the new lines from Mobile to the Far East will carry products of the Birmingham district. The first ship arrived in Rotterdam in due course of time and carried a healthy cargo from this district.

The local melt of pig-iron is on the increase. The Imperial Soil Pipe Works at Bessemer, 12 miles from Birmingham, has started up the first unit of its plant, manufacturing soil or sanitary pipe and fittings. There are to be three units of this industry, each capable of producing 30 tons of pipe. The Birmingham Pipe & Fittings Co. at Gate City, part of Birmingham, will be completed in a few weeks and will be started up. The Kilby plant, producing sanitary pipe, at North Birmingham, will also be completed and in operation before long. Two plants producing sanitary pipe and fittings at Anniston are nearing completion.

Coal and coke production in Alabama shows a defection by reason of strikes at mining camps. The mine workers are demanding contracts, and there is a shortage of coal production and

a number of coke-oven batteries are idle. So far the coke ovens supplying the blast furnaces are not affected.

The scrap iron and steel market is quiet, no demand at all being noted. Old contracts are still being delivered on and considerable old material is being handled. Dealers are still hopeful that within the next 60 days there will be a general reversal of present conditions.

Quotations of pig-iron and scrap iron and steel in the Birmingham district show very little change for the past three weeks: as to iron, no change for several weeks. The prices quoted are as follows:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$42; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$43.60; iron of 2.75 to 3.25 per cent silicon, \$45.20; basic, \$42; charcoal iron, \$55 f. o. b. furnace.

#### OLD MATERIAL.

Old steel axles.....	\$30.00 to \$31.00
Old iron axles.....	29.00 to 30.00
Old steel rails.....	22.50 to 24.00
Heavy melting steel.....	20.00 to 21.00
No. 1 railroad wrought.....	23.00 to 24.00
No. 1 cast.....	39.00 to 35.00
Stove plate.....	25.00 to 28.00
Old car wheels.....	29.00 to 30.00
Old tramcar wheels.....	29.00 to 30.00
Machine-shop turnings.....	12.50 to 14.00
Cast-iron borings.....	12.50 to 14.00

### Improvement in Coal and Coke Production.

A gradual improvement in conditions affecting the production of coal continued during the week ended June 5, according to the United States Geological Survey. The occurrence of Memorial Day, which is observed as a holiday in some districts, but not in others, renders uncertain interpretation of the figures of output. It is clear, however, that while the total production declined, the rate during the time actually worked went up. The week of Memorial Day, as shown by mine reports in former years, is equivalent over the country as a whole to only 5.3 to 5.5 full working days.

Production for the week is estimated at 9,138,000 net tons, an absolute decrease, compared with the week preceding, of 410,000 tons. But as significant of the steady improvement of the situation it may be noted that the output in this short week was nearly as great as in the six-day week of May 22, only a fortnight before.

The congestion of traffic continued serious. The switchmen's strike, to which it is chiefly attributable, has been irregular and ill-defined. It is evident, however, that lack of labor, either because men were still on strike or because they have drifted into other occupations, continued to retard the movement of freight at many important terminals and junction points.

Production of bituminous coal during the first 134 working days of the last four years has been as follows:

1917.....	235,055,000	1919.....	184,004,000
1918.....	240,973,000	1920.....	221,043,000

The year 1920 is now about 37,000,000 tons ahead of 1919, but is 14,000,000 tons behind 1917 and 20,000,000 tons behind 1918.

The Memorial Day holiday carried the loading of anthracite during the week ended June 5 down to 29,403 cars, a decrease, when compared with the preceding week, of 6307 cars, or 18 per cent. The total production, including mine fuel, and sales to local trade is estimated at 1,510,000 net tons. This compares favorably with the week of Memorial Day last year (May 25-31), when production was 1,298,000 tons.

The cumulative production of anthracite since January 1, 1920, now amounts to 36,398,000 tons, an increase of 3,047,000 tons over the corresponding period last year.

The production of beehive coke, like that of anthracite and bituminous coal, fell off slightly during the week of June 5, largely because of Memorial Day. The total output is estimated at 413,000 net tons.

The tonnage of coal loaded into vessels at Lake Erie ports increased during the week ended May 29, but dropped back again in the first week of June. The total dumpings during the week of June 5 were 389,831 tons, as compared with 1,073,952 tons in the corresponding week last year.

The cumulative tonnage from the opening of the season now amounts to about 1,992,000 tons, as against 4,967,000 tons in 1918, and 6,117,000 tons in 1919. With a fifth of the season of navigation gone, the Lake movement is thus 2,975,000 tons behind 1918 and 4,125,000 behind 1919.

## England Reports World Shortage of Sugar and High Cost of Living in Britain.

London, England, May 28—[Special].—The American Chamber of Commerce in London understands that arrangements have been made by the British Government to assist Poland to obtain fertilizers in return for an undertaking to supply next winter a certain quantity of beet sugar which would otherwise be unobtainable.

The question of supplying Germany with fertilizers under similar conditions is also receiving consideration, and later on the same principles may be applied in the case of Hungary and Russia.

The action of the United States jam manufacturers who have voted a boycott of sugar until the price is reduced by one-half, will be watched with great interest by British jam manufacturers, who are suffering from high prices equally with their United States brethren.

Already the well-known firm of jam and marmalade manufacturers, Messrs. Robertsons of Paisley, Bristol and London have announced their intention of closing down three of their factories, explaining that this is due to the high price of sugar.

There appears, however, says the American Chamber, to be a real world shortage of sugar, which is rendered even more acute by the increased consumption in the United States.

Sugar will soon be a luxury beyond the reach of many families.

### High Cost of Living in Great Britain.

According to the American Chamber of Commerce in London, the British Food Controller's serious warning with regard to the world shortage of wheat supplies and the poor food prospects for the coming summer has been vigorously criticised as being unduly alarming and exaggerated and not likely to serve any useful object.

The continued increase in the cost of living and the fact that food prices are likely to maintain a very high level this summer is causing great anxiety to the British Government, since practically every increase in the cost of living is followed by demands for higher wages, which, in turn, again sends up the cost of living, and so the vicious circle goes spinning on.

Underproduction, the American Chamber points out, coupled with constant reductions in working hours, is one of the root causes of the trouble. The theory that reduced hours in the long run tends to keep production at the same level and even increases it has been exploded by the figures issued for the cotton industry. In this industry working hours were reduced from 55 to 48, and the net result has been a decrease in production equivalent to seven weeks complete stoppage in a year.

## The First Discovery of Phosphate in Florida.

R. R. Snowden.

Agricultural Chemist—Soil and Crop Expert.

Los Angeles, Cal., June 1.

Editor Manufacturers Record:

There is a widespread error as to the date of discovery of the Florida hardrock phosphate deposits, which I wish to correct. This is always given as having occurred in 1888, while the exact date is July, 1889, as you will see by the enclosed clipping from the Ocala Banner. This can be positively confirmed by reference to the record of deeds for Marion county, Florida, which shows a deed from Albertus Vogt to John F. Dunn to half interest in 10 acres of land, one and one-half miles west of Dunnellon. This land contained the deposit of soft phosphate, which was the original discovery. From this the writer traced the rock deposits, but the credit for this discovery is due Mr. Albertus Vogt, who brought the soft material supposed to be gypsum. But this was not the first discovery of phosphate in Florida, for the pebble phosphate was already being shipped from south Florida.

Some sidelights on the development of this discovery may interest your readers.

The phosphates were soon found to occur in deposits of limited area, generally from half to five acres in extent, and rarely if ever exceeding the larger limits named. In order to locate the hidden deposits with a minimum of expense we probed the earth with a long round steel rod of half an inch diameter, for which the writer devised a four-sided point with a groove in one side to bring up some of the material found. We soon learned, how-

ever, to tell by the sound whether the rock encountered was limestone, flint or phosphate—the only kinds met with. But a half-inch rod of 20 feet length gave much trouble in transporting it until we learned to attach it to the rear axle of the vehicle used. The trail the rod made furnished a ready means of discovering and tracking the phosphate hunter, which often proved useful to a rival prospector. The excitement being acute, the prospectors willingly underwent all kinds of hardships and took all kinds of risk of life and limb in their work.

The deposits being in a limestone country, there were many sinkholes. The writer with two other gentlemen, delayed in their travels, took a short cut through the open pine woods to a nearby farmhouse, and next morning, retracing our tracks, found we had passed so near a sinkhole 80 feet deep that the earth had cracked under the rear wheel to fall in just as we were drawn beyond the danger line.

The writer's prediction noted in the clipping, that just as the search for gypsum had led to the phosphate discovery, so the search for phosphate would lead to other discoveries, was quickly fulfilled by his receiving a number of supposed phosphate samples from the lands of the Owl Tobacco Co. in Gadsden county, Florida, one of which proved to be fuller's earth. This was the first discovery of fuller's earth in the United States.

R. R. SNOWDEN.

## An Interesting and Promising New Industry—Manufacturing Furniture from Florida Palms and Palmetto.

Rush Brothers.

New Port Richey, Fla., June 2.

Editor Manufacturers Record:

We are organizing the Palm Products Co. to take over the manufacturing business and processes of the writer, who is at present manufacturing furniture and decorative materials out of the native palms and palmetto.

We have interested some substantial business men of Cleveland, O.; Chicago, Ill., and New Port Richey, Fla. And I have perfected a process by which we are able to take the palm-leaf stems green from the plant or tree and within 24 to 36 hours cure or season them into a very hard and durable wood with a fine rich finish without the aid of stains, paints or colors of any kind. The color ranges from a light brown or yellow to a dark mahogany, which can be varied by the curing process.

The stems retain their natural shape and gloss, which gives the most durable finish that can be had, there being no coloring matter or paint to scratch or scrape off. The wood also takes all the enamels and stains readily if any other color or finish is desired.

If these stems are allowed to dry in the natural way in the air, they become a yellowish brown and very brittle, with a light, pithy stalk, and having no strength they are worthless as a product of manufacture, but our process converts them into a very hard wood, hard to break and rigid, more flexible than oak and harder than hickory, and so heavy that a bone-dry piece will sink in water instantly. It is easily worked with sharp tools and takes an ivory-like finish when cut with cutting tools, and instead of being a worthless pith stalk, it becomes a most valuable hardwood and can be readily worked and bent into any shape desired in the same manner as other hardwoods are worked. If steamed and bent in its green state and seasoned by our process on forms, it retains its bent form very rigidly and indefinitely.

At present we are manufacturing six sizes of center tables, and expect to add to this line as we are able to obtain equipment with which to work the material. The material is susceptible of manufacture to an almost unlimited extent, but we are expecting to confine our output at present to such products as we can make without changing the shape of the stems, such as tables, chairs, floor lamps (electric), table lamps, flower stands, porch furniture, etc.

This furniture will be in a class to itself, very novel and unique.

We have closed a selling contract for the entire output of our plant for one year, and expect to be running full blast in 90 days.

There is an inexhaustible supply of raw material in this section, and as it has always been a nuisance to its owners, they are congratulating themselves on the prospects of getting rid of it.

D. L. RUSH, Manager.



# NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore we often publish letters with which we do not agree.—Editor Manufacturers Record.]

## The Problem of Farm Labor Supply Must Be Solved.

W. B. CLARK, 113 Franklin Avenue, Salem, O.

I read with interest your editorial of May 27, entitled "The Present Food Supply Forecast Some Years Ago in Letters to President Wilson and to Mr. Hoover," and beg to call your special attention to the paragraph reading:

"These letters are merely republished now in order to emphasize the growing dangers of the shortage of foods, which three years ago were persistently in private correspondence and through the MANUFACTURERS RECORD urged in order to drive home upon the Administration the actual situation. The danger grows every hour. This year's winter wheat crop is estimated by the Government at 33½ per cent less than last year's, or a decline of 248,000,000 bushels, and that is only indicative of other crops."

The average citizen depends chiefly upon reliable publications, such as yours, for information concerning the problems which confront our country, and frankly I would stake my last dollar on the MANUFACTURERS RECORD, because it is an unbiased exponent of Americanism in the fullest meaning, independent and fearless of those against whom it throws its mighty strength.

Shortly after reading your above-mentioned editorial I came across two editorials on the same subject in the June issue of the American Miller, entitled "Alarmist Reports" and "The Outlook for Wheat," and after considering these two different views, the writer is inclined to criticize the MANUFACTURERS RECORD for continually impressing on its readers that the country is about to face a food crisis such as we have never seen or even imagined. It is very true, indeed, that the country faces a serious problem in the steady flow of farm labor to the city, and it would seem that it is only a matter of time until the breaking point is reached. However, the greatly increasing demand for men in the shops is certainly a sign of industrial prosperity. We must solve a shortage of farm labor in order to maintain our present volume of production and to meet increasing demands. At the same time we must fill up the gap in farm labor.

Mr. F. W. Fitzpatrick's article in your issue of June 5, concerning Chinese contract labor on a national scale, certainly sounds reasonable enough.

## Shall Uncle Sam or Sam Gompers Rule America?

W. A. JARREL, D.D., LL.D., Station A, Dallas, Tex.

Before the Republican platform committee in Chicago, Gompers substantially repeated his threats against the United States Government that he has so frequently made before Congressional committees. To deceive the public while making these threats he disavows them as threats and says they are only his predictions as to his followers and their friends refusing obedience to the Government and creating a rebellion! Well, as Gompers well knows the spirit of his organization and of its friends, taking his disavowal, we have his assurance that neither his organization nor followers are loyal to our Government—that they are just the same as enemies of our Government that have been shipped back to where they came from. In other words, that just as deported enemies (and the Gomperte "Labor Department" of Mr. Wilson's administration have rescued several of these enemies from exile after the sentence of exile had been passed upon them) of our Government obeyed the law only when it pleased their traitorous spirits to do it, so Gompers virtually and defiantly announces what his followers and himself will do. Verily, taking Gompers' own interpretation of his words, there is work yet for the deportation courts; and that work ought to reach some that roost on the highest pole. But in the light of many of Gompers' organization having been sent to the pen for doing just what he says is only a prediction, and in the light of Gomperte strikes requiring even more than civil officers—requir-

ing the military—to protect property and life from Gompertes, there is no room whatever to doubt that Gompers means his words as defiant threats against the public and against our Government.

Even now, while I write this, the Governor of Texas has been driven by Gomperte crimes against property and life and freedom to work to send an army to Galveston. And when it got there (just as years ago Dallas Gompertes protested against city property being used for militia uses) the Galveston city government (a mere cat's-paw for Gompertes, elected by them and retained in office by them) demanded that Galveston city park be not used for their place of encampment, and because of that protest, to prevent as far as possible, more bad feeling against the government, it withdrew and established itself where it would be exposed to the burning heat of the sun.

If Gompertes, with their comparative handful of followers, are already creating so much rebellion against the public interests and the Government, pray, who can be so blind as to fail to see that, were it sufficiently strong (if ever it gets such power, which may heaven save our people and our country from), we can but bow down and kiss the boots of Gompertes or have all the hell of Bolshevism. Interpreted by such sample facts, there is no room to take the Gomperte resolutions, etc., against Bolshevism, I. W. W.-ism, etc., other than as being like Gompers' disavowal of his words of warning to the public and our Government, a mere camouflage to deceive until they can come out in the open as they really are.

There is no room to doubt, in view of the history and the acts and the utterances of Gomperte leaders, that Gompers' objections to Bolsheviks and I. W. W.-ites are made only because his shrewdness sees that the time is not yet fully ripe for their fully open warfare on the public and the Government, and that their open boldness should open the eyes of a suffering public before too late for it to save itself and its Government.

Alluding to Gomperte revolutionary demands before the Republican platform committee, Gompers said: "We are determined that the workers shall be free. We cannot yield." So said, and so says every Anarchist. As well could every laborer, whether on the farm, in the shop, or wherever, whether that laborer be clerical or manual laborer, seek to hide under the "freedom" plea for defying the public and our Government. Such leaders as Gompers, by misrepresenting to ignorant, good-meaning people the condition of labor in general and creating hatred against the masses of people and laborers, against non-Gomperte, non-"union" laborers, are the seed sowers and the cultivators of anarchy. Were governmental protective justice done, the last of such leaders would be looking out from behind the bars of justice or deported. I mean every word of it: and the Gomperte crimes against a long-suffering public and our Government, as in Galveston and the many Gompertes already sent to the pen, in thunder tones should awaken the public to demand, of time-serving politicians and courts, laws and their enforcement, protection, before it is entirely too late. "Eternal vigilance is the price of liberty" here is especially applicable.

By truckling, time-serving politicians, especially the present Administration, Gompers has been so spoiled that he has got to think that of the two Sams he is bigger than Uncle Sam, and thus many of his followers and himself have been so spoiled that he himself virtually says they will submit to the Government only when it suits them! The matter is bound to come to a head and be settled—which of the two Sams is to be our Government—and the sooner the better for all concerned. Between the two Sams there is not the least ground for compromise. One or the other, to the repudiation and the contempt and the ruin of the other, must govern.

In the Gomperte closed shop we have property destruction, limitation of production, such opprobrious epithets against workers who dare to work without belonging to Gompers' "union" as "scabs," "skuunks," and all that language can express as odious,

slugging, murders—the great Gomperite conspiracy against the public, against the Government and against American labor. So atrocious is it that civil authorities are helpless to deal with it, and the strong military arm of the Government must already be extended for protection.

Instead of Gompers receiving the respectful hearing that he gets from Congressional committees and platform makers, he should quickly be shown the back door and be told never again to have the egotism and the presumption to appear before them with his threats and his criminally implied demands.

In view of the closed shop being utterly and fundamentally antagonistic and irreconcilable to American institutions and to peace, and involving the crimes that are committed to support it, the crimes that are committed to prevent honest workmen from making a living for their families, etc., what hypocrisy for Gompers to chatter about law and order taking away the "freedom" of Gomperites! Freedom to commit all kinds of crimes against the great mass of working people solely because they dare to work without asking Gompers and his great conspiracy against American labor! Against such intrigue, conspiracy, pretense and their perpetrators, language cannot be too strong.

Will business men, will American citizens awaken, rescue the mass of American labor's long-suffering public and our Government, or will it continue to snore till Gomperism has them securely tied hand and foot?

### **Believes South Should Concentrate Upon a Marketing System for Other Farm Products than Cotton.**

CHAUNCEY SMITH, 78 South Pryor Street, Atlanta, Ga.

In your issue of June 3 Mr. Harvey Jordan, in his article on "Sixty-Cent Cotton?" advocates the doctrine of high prices for cotton. He says nothing about the advisability of producing low-cost cotton. Analyzed in correlation with the methods advocated by the American Cotton Association, Mr. Jordan's statement must mean either that cotton growing is so desirable in itself that every farmer in the cotton belt ought to be allowed to do a little of it, no one being allowed to produce very much for fear of hurting all the other farmers, or that there is no other prospect to which our farmers can turn, and, in either case, that the price of cotton must be kept up to a point which will yield a satisfactory profit, no matter how unfavorably situated a farmer may be to raise cotton or how inefficient may be the agricultural methods he employs.

I submit that this doctrine is utterly erroneous and contrary to all sound economic principles, and that it means only that same artificial restraint of production which when practiced by the labor unions we all properly abhor.

Mr. Jordan further states that "either the average cotton grower must remain in a state of agricultural slavery to satisfy the general ignorance of the world as to the cost of producing cotton, and be content with low prices, or he must, in the face of unjust criticism and in defense of his home, his occupation and his manhood, assert his rights and by co-operative effort enforce them. There is no other solution of the problem, and the American Cotton Association offers the only medium through which the cotton growers and the South can profitably and equitably enforce and maintain these rights."

On this point I must dispute Mr. Jordan. There is another solution of this problem and one far more efficient than that proposed by him and the American Cotton Association. It is to provide a marketing and handling system for products other than cotton that will enable the farmer to market these products as advantageously as he can cotton, teach him how to raise these products and let the production of cotton take care of itself.

Under Mr. Jordan's plan there is to be no incentive to the farmer to change from cotton to other products, for cotton is to be made profitable to each individual by the restriction of its production by every other individual. This plan has been tried out time and again, has always failed, and always will fail, and simply results in the continued dominance of cotton as our chief farm product and its continued production on an uneconomical basis.

The production of cotton on a basis of one-third bale to the acre, the average in the cotton belt, is an economic crime, and those who continue to practice it are getting only what is coming

to them when they lose money. The production of cotton should never be less than two-thirds bale to the acre and the average for the country not less than a bale, and those farmers who cannot raise two-thirds bale to the acre had better let cotton alone and raise something else. This is no wild theory. The production named has been secured and can be secured, and I can give instances thereof ad lib.

It should be borne in mind that this remedy for the present situation is one which rests in the hands of every farmer and landlord to develop to his own benefit without waiting for the aid or consent of any other farmer, while the remedy offered by Mr. Jordan and the American Cotton Association depends on a practically unanimous joint action of the South's cotton growers, which it is impossible to secure.

Every dollar's worth of gold in existence is said to have cost several dollars to produce, and yet the production goes on because when the producer "strikes it rich" his gains are enormous; and, like the lottery player, he keeps on losing in the hope that he will at last win. So with the cotton grower. As long as the price of cotton is high and going higher he will keep on growing it, even though he loses, and it is no kindness to him to perpetuate the condition that produces this result.

The plan of the American Cotton Association is in general most admirable. If it will drop that part of its program which calls for the restriction of output and devote a corresponding amount of effort to reducing the cost of production by the farmer, an idea which seems never to have occurred to it, it will get the results it is after much sooner than by following its present course.

From a large crop this year we are apparently going to be preserved by adverse weather conditions. But there is no doubt that had weather and labor supply permitted, the acreage planted in cotton would have been the largest on record, and the higher the price goes this year as a result of the present adverse conditions, the larger will be the acreage next year. And when a big acreage and a favorable season coincide, we all know what will happen.

### **Of the Creation of Worse Than Useless Governmental Commissions and Filling Them With Incompetents, There Is No End.**

CHAS. W. HOWARD, Manager Industrial Board, Chattanooga Chamber of Commerce, Chattanooga, Tenn.

Dr. Roy Meeker, commissioner United States Bureau of Labor Statistics, is in eruption again, according to a recent issue of the monthly Labor Review, issued by the bureau of which he is a part.

He states "the cost of strikes is commonly referred to as loss of wages to employes, profits to owners and interest on invested capital," stating that "these estimates are necessarily crude and often misleading," that it sometimes happens in a big strike that curtailment of production brings about such an increased value of the product as to give to the employer a net profit, and naively adds in such a case, "idle capital earns more than working capital."

And Roy is a commissioner. And, speaking of commissioners, we have them now by the tons—commissioner of this and commissioner of that, but you must hand it to Roy. There never was a commissioner so awfully frank as he. For instance, he states that his department is 100 per cent ignorant of the actual result of strikes. Roy is as open and above board as the face of a grandfather's clock, but he doesn't function strong as a commissioner or else he is new to the business. As a union commissioner (and that should be his title) he made a faux pas. Never in the wide-world world should Roy have made this fatal admission. It will cripple him with the union and it will, using a strong phrase, "damn near ruin him" when he asks for an appropriation to sustain his department of 100 per cent density. As a commissioner Roy reminds me of an automobile engine on display in a window—there is rhythm in the click of every cylinder. It is just fixed there to attract attention, but it gets nowhere. Just to show Roy that in addition to paying my small proportion of the cost of this misinformation bureau of his, I am taking time from other pressing matters to give him Webster's definition of the duties of a commissioner: "One commissioned to execute some business for an employer—an officer in charge of some department of the public service."

Feeling kindly toward Roy, I call his attention to the fact that

the definition is "public service," not the service of the employee or the employer—just plain service—neither "open" nor closed. Following out this simple definition, it would seem to be Roy's duty to get the facts, put them in shape and present them to the public, who pays Roy for this work—not for queering the whole game of commissioning in his 100 per cent way.

After the public has become acquainted with the facts, then they can take them or leave them, and Roy can go on—if he is still there—and function some more, but if you have any influence with Roy, suggest to him, in perfectly "ladylike" way, that he either lower his record or keep mum, as it's a case of ignorance being blissful to the mere corporal's guard who have not as yet been made a commissioner of something or other.

### Needless Waste and Loss of War Supplies, Etc.

WILLOUGHBY M. MCCORMICK, Baltimore, Md.

I believe it would be a great help to consumers, as well as manufacturers, if a campaign were started to get the Government out of war. At the Norfolk Navy-Yard, Sparrows Point shipyard, Camp Holabird, Camp Meade and other camps you will find thousands, hundreds of thousands, and in some places millions of dollars' worth of machinery, supplies, foodstuffs, grain, hay, etc., simply going to waste. I am told that in Norfolk alone there are several hundred automobiles stored near the beach, which, if left there another year, will be absolutely ruined, even though they are protected from the weather.

There are thousands of parts, labor-saving devices, etc., at Sparrows Point that could be immediately converted into money, as there is a big demand for such supplies, especially piping, and if not fit for anything else they could be junked and used for scrap, which is sorely needed. I understand that some of these supplies were made for foreign trade and only suitable for that purpose. If this is so, let us put a price on it, give it to them at a reduced figure, if necessary—anything to turn this waste into an interest-bearing, profitable investment.

It does look as if our War Department lacks the ordinary, common-sense business ideas which are essential to the successful conduct of any large industry, and that department of the Government especially should be run on a business basis. There is no reason for waste and loss. I have been told that there are several thousand tons of hay, which today would bring \$42 per ton, out in the open at Camp Meade, entirely ruined, and that the same thing obtains at other places.

Hope you can do something to start the ball rolling.

### Water Competition in Railroad Freight Rates.

H. L. TILGHMAN, President Tilghman Lumber Corporation, Sellers, S. C.

There is one phase of the railroad rate situation which has been overlooked; this is the matter of water competitive rates.

Our plant is located on the Atlantic Coast Line Railway main line at an interior point, and we pay 15 cents per 100 pounds on lumber to the Virginia gateways. There is a seaport, 80 miles longer haul, where our competitors have a 12-cent rate to the gateways on lumber. With 80 miles shorter haul, we pay 90 cents per thousand feet more freight on rough-dried lumber to the gateways.

Now, the entire country is taxed to maintain the rivers, bays and harbors in good condition, also for many improvements to same. Further, we are heavily taxed to build and maintain a merchant marine.

We feel the water competitive rates should be made the same as the interior rates before any increase is granted. Water competitive rates are maintained at this time at the expense of the interior shipper both in money and service.

In the present congested condition of the railroads the water routes should be used to the limit, and if any difference in rate it should be higher rather than lower, in order to stimulate the use of water transportation. The present situation is an injustice, and should be corrected on its merits. The water competitive shipper gets a lower rate and he also gets a longer haul at the lower rate.

We have just read your June 10 number, and are with you in your campaign for liberal treatment for the railroads.

### A Beet-Sugar Opportunity—Texas Farmers Sleeping With One Eye Open.

W. L. RICHARDS, Big Wells, Tex.

Keep up the good work. We have yet to find you wrong.

In line with your front-page article in your issue of April 1, this irrigated section of Southwest Texas has by recent experiment and assay found that they can produce from 15 to 20 tons of sugar beets to the acre, assaying 15 per cent saccharine matter.

There is sufficient development on lines of railway constructed to maintain an industry of this character upon a scale equal to that of the entire West.

The city of San Antonio does not seem to know it, but affords a fine concentrating point at which to establish such an industry, being the common point within easy shipping distance over three or four lines of railway that traverse the irrigated districts to the south and southwest of that city.

This irrigated territory, for the want of a more stable crop, has shipped this year 5000 carloads of irrigated Bermuda onions and glutted every market in the United States. Give it a beet-sugar mill and we will do our part to beat the H. C. L.

We hold the ribbon in that line now. Bermuda onions are the only thing on the market that you can buy below the cost of production.

Please give publicity to the opportunity that San Antonio, Tex., affords for the establishment of a beet-sugar mill and suggest that whoever takes it up with them will probably find them asleep or out driving with some tourist, but they need have no fear of approaching them during business hours, as they will find them fully alive once they wake up and come to themselves.

Speaking for the farmers of this section, I am one of them, and we never sleep without one eye open.

### A Square Deal for All.

W. R. KENDALL, Stewart Bros. Hardware Co., Memphis, Tenn.

I have been keenly interested in the great fight you are making for Southern agriculture, and especially with reference to the cotton farmer. That is the man who actually produces this, the greatest crop in the world, and not the landowner, broker or any other toll taker. This is the only crop grown that is food and raiment for man and food for beast also; it is the commodity that all of us North, South, East and West depend upon to preserve a favorable foreign trade balance, yet the man who produces it has received scant consideration from any one.

I am enclosing a cartoon from our talented artist, Mr. J. P. Alley, which I believe more nearly tells the whole trouble than all the volumes that have been written on the subject, and I believe it is more nearly a case of "driven, not lured" away than any other condition, for if the man on the farm was assured of a square deal, which he has never had, he would not be inclined to desert the independent life of the farm for the turmoil and strife of the city.

I am also enclosing an editorial from the Commercial-Appeal which will show you what we are trying to do here to gain economic independence. Our local Chamber of Commerce is supporting, at considerable expense, a farm bureau of crop and market experts. The city is establishing free, open-air markets. We have just completed a large stockyard, where prices are comparing favorably with the older packing centers, and our local packing plant is nearing completion. We will also open one of the largest canning factories in the South this summer, and the cotton marketing association, which will assure a fair market to producers, is receiving every possible aid.

So you will see that there is one section of the South that is leaving nothing undone to help itself.

I believe the MANUFACTURERS RECORD is the greatest industrial paper published, and is for a "square deal" for everyone—farmer, laborer and manufacturer, and every man in the South, regardless of his business or profession, should read it carefully.

Twenty-seven dollars a box was paid recently for Florida oranges in the Boston auction fruit market. These oranges were of the new Temple variety, which has attracted much attention among citrus growers because of the deep color of the fruit, its fine flavor and texture.



## RAILROADS

### \$125,000,000 for Cars and Engines.

A tentative apportionment of \$125,000,000 has been made by the Interstate Commerce Commission for railroad equipment, this sum to come from the "revolving fund" of \$300,000,000 authorized for the relief of the railroads in the new transportation law. Of this amount, \$75,000,000 is for aid in acquiring freight cars and \$50,000,000 in acquiring locomotives.

As to the method for expending this large sum of money, consideration is being given by the commission to the suggestion made by the president of the National Association of Owners of Railroad Securities, S. Davies Warfield of Baltimore, that a national equipment corporation be organized to handle the funds, and it is understood that the commission has indicated a preference for this mode of purchasing the necessary cars and engines.

The amendment made in line with this suggestion and incorporated in the transportation law by its adoption by both houses of Congress gives authority for such a course of action in language as follows:

"The loans for equipment authorized by Section 210, Transportation Act, 1920, may be made to or through such organization, car trust or other agency as may be determined upon or approved or organized for the purpose by the commission as most appropriate in the public interest for the construction and sale or lease of equipment to carriers, upon such general terms as to security and payment or lease as provided in this section or in subsections 11 and 13 of Section 422 of the Transportation Act, 1920."

### Two Fast Trains Daily for Livestock.

Two fast special livestock trains, to run every day in the year from Atlanta and Chattanooga to Potomac Yards, Va., with connecting service from Danville to Richmond, have just been established by the Southern Railway system to provide for the constantly increasing traffic in livestock and other perishables moving from the South to Eastern markets and Virginia feeding grounds. This service was first established in 1912 to run once a week to serve a limited territory in East Tennessee and Western North Carolina during the fall. The territory was gradually widened and the service was made daily during the autumn. Now the entire South is to be served and the trains are to run throughout the year. They will handle only livestock and box cars containing high-class through freight, and will be moved through intermediate terminals without being broken up. Including the time for feeding and resting at Spencer, these trains provide a schedule of 52 hours from Atlanta and 61 hours from Chattanooga to Potomac Yards.

### Several Bids for a Railroad.

At the railroad receivership sale June 8 at Monroe, La., Messrs. Frost, Whited, Prestridge and others of Shreveport, La., bid \$287,500 for the Arkansas & Louisiana Midland Railroad, agreeing to continue the entire line in operation. The Southern Scrap & Metal Co. of New Orleans made two bids, one of \$346,000 to take up and sell any part of or all of the line; the other of \$374,000 to take up and sell that part of the track north of Bastrop, but to continue to operate that part between Bastrop and Monroe. Then the Stovall Drilling Co. bid \$205,000 for that part of the road from Monroe to Bastrop, agreeing to continue it in operation, while the Southern Scrap & Metal Co. bid \$175,000 to "junk" that part of the road from Bastrop northward. All of these bids will be considered by the Federal District Court and a decision will be made.

### Bought In by Bondholders.

The sale of the Tennessee & North Carolina Railway on June 7 under a court order at Newport, Tenn., resulted in the road being bought in at \$200,000 by Fred Ely of Philadelphia on behalf of A. J. Stevens of the same city, Mr. Stevens representing bondholders. The line is 18 1/2 miles long from Newport, Tenn., to Waterville, Tenn. James G. Campbell is receiver. It is said that the bondholders will reorganize the property and it will continue to be operated.

### Two New Railroad Plans in Texas.

Some signs of activity in railroad construction are to be found in Texas, where two railroad companies have been incorporated within a week. The first of these is the Edinburg, Falfurrias & Gulf Railroad Co., capital stock \$70,000, which proposes to build a line from Edinburg to Falfurrias, Tex., about 65 miles. The other is the International & Rio Grande Valley Railroad Co., capital stock \$20,000, which plans to build a 19-mile line from Edinburg south via Pharr to Hidalgo, Tex., on the Rio Grande. Construction of these two roads, the first of which would connect with the San Antonio & Aransas Pass Railway at Falfurrias, would make possible a through route from San Antonio down into Old Mexico, as just across the river from Hidalgo is the Mexican town of Reynosa, on the Matamoras route of the National Railways of Mexico.

A. Y. Baker of Edinburg, chairman of the Edinburg, Falfurrias & Gulf Railroad Co., and W. R. Montgomery of same place, who is president, are reported as saying that construction of the line will soon begin. Work is also expected to begin at an early date on the other line, the president of which is L. J. Polk, Jr., of Pharr, Tex.

### Proposed New Road in Western Texas.

Stamford, Tex., June 12—[Special.]—The construction of a line of standard-gauge railroad from Fort Worth to the Plains section of Northwest Texas via Mineral Wells, Breckenridge, the oil fields, Palo Pinto and Stamford, is proposed by the Chamber of Commerce of Fort Worth and West Texas interests. William Monning, president of the Fort Worth Chamber of Commerce, recently suggested the building of the road. At present the only line which connects Fort Worth with this great undeveloped region is the Texas and Pacific, and this line is so heavily taxed by the great oil towns of Ranger, Eastland and Cisco that Fort Worth traffic movement has been seriously throttled. Another reason for the proposed road is that Fort Worth may add new territory for her jobbing houses. The territory which it seeks is becoming the greatest wheat and cotton growing section of the Southwest. Jones county is second in the production of cotton. The acreage has been increased this year 200 per cent, and crop conditions were never better. Meetings will be held shortly, when the new railroad project will be crystallized.

## Commendations, Kicks and Comments

### Exponent of America.

G. A. HARPER, Hartsville, S. C.—You will find enclosed a check for \$6.50 to cover my subscription to the MANUFACTURERS RECORD. I have been subscribing to MANUFACTURERS RECORD for over 10 years, not continuously, however, because at times I had access to it in libraries.

Your paper is a real exponent of Americanism.

### Sound Judgment Needed on Banking and Labor Problems.

F. K. GARDENER, President General Food Products Co., Inc., 501 Fifth Ave., New York.—This is just a word of hearty appreciation from one who is, unfortunately, only a recent subscriber to your paper.

If we could only have a limited application of the sound judgment and good business sense that you advocate, the banking business and labor questions of this country would automatically take care of themselves.

### We Will Try to Deserve It.

D. B. CLAYTON, Secretary and Manager Mill & Mine Engineers, Birmingham, Ala.—I think your paper the best thing of its kind in the country, even though at times I cannot agree with you in some of the stands you take. These cases are so few, though, that they are not worth mentioning, and when one of them arises I try to get your idea and then turn to the next article, which will give me the comforting feeling that I am not alone in my opinions of some of the conditions that exist today.

It is certainly a fine feeling to find your ideas agreeing with those of other people who try to see beyond their own narrow needs when thinking of the great questions of our much disturbed time.

I wish you the continued success that you deserve, and which I am sure you will have.

## TEXTILE

### Couch Cotton Mills Consolidation.

Organized with capital and surplus of \$2,500,000, the Couch Cotton Mills of Atlanta, Ga., consolidates the Couch Mills Co. of that city with the Beaver Duck Mills of Greenville, S. C., and the Beaver Cotton Mills of Thomson, Ga. Officers as follows: President, W. D. Couch; vice-president and secretary, L. J. Powers; treasurer, Walter T. Candler; chairman of directors, Asa G. Candler, Sr. The directors include A. P. Coles of Atlanta, B. M. Graves of Charlotte and A. F. Townsend of New York. This company has its mills in operation day and night on the production of light-weight drills, beach cloths, filter twills, duck, etc., for home and foreign trade. Sales offices in New York with A. H. Penfield in charge. Plans for improvements and extensions will be announced when details are determined.

### Mooresville Cotton Mills' Addition.

Plans have been completed for the Mooresville (N. C.) Cotton Mills' addition and accompanying improvements. This company will build a two-story reinforced concrete structure for dyehouse and bleachery, increase electric power system and extend boiler plant, adding 1500 horse-power equipped with stokers and other coal-handling apparatus. All contracts have been awarded, and the Flynt Building & Construction Co. of New York is the building contractor. J. E. Serrine, Greenville, S. C., is the architect-engineer.

### Wood Hosiery Mills Organized at Bristol.

Capitalized at \$50,000, the Wood Hosiery Mills will be established at Bristol, Va., with daily capacity of 450 dozen pairs of hose. This company has organized and will erect two-story 130x50-ft. mill building, costing \$25,000, D. W. Wagner being the contractor, with C. E. Kearfort as the engineer-architect. It has purchased \$15,000 machinery, including 76 knitters, with 25 horse-power electric drive. J. H. Wood is president and J. L. Wood is secretary-treasurer.

### Quality Textile Mills Organized.

Organization has been effected and details determined for the Quality Textile Mills, recently mentioned, Niota, Tenn. This company will erect a two-story 65x35-foot brick building costing \$10,000 and install \$15,000 machinery, including electric power equipment. It has awarded contract for the building and purchased the machinery, H. A. Collins being the architect and engineer in charge. Harry T. Burns is president and J. B. Forrest is secretary.

### Textile Mill Notes.

Mooresville (N. C.) Cotton Mills will build dyehouse and 50 cottages for mill village.

Woods Hosiery Mill, Bristol, Tenn., has been organized to build plant.

Corn Cotton Mills, Kings Mountain, N. C., will increase capital from \$100,000 to \$500,000.

Camperdown Mills, Greenville, S. C., will install electric power equipment, with individual motor drive, for 12,700 spindles and 600 looms. J. E. Serrine is the architect and engineer.

Lawrence Cotton Mills, Durham, N. C., will build 3-story 80x60-ft. mill-construction addition, with J. E. Serrine of Greenville, South Carolina, as the engineer.

Griffin (Ga.) Cotton Mills will extend bleachery and remodel plant. Contract has been awarded to the Gresham Manufacturing Co. J. E. Serrine, Greenville, S. C., is the engineer.

Enoree (S. C.) Mills will install electric power system, including two generators with horizontal motor drive for 36,000 spindles and 842 looms. J. E. Serrine, Greenville, S. C., is the engineer.

Duncan Mills, Greenville, S. C., will build plant for preparation of silk goods and contract for the structure has been awarded to the Nehry Construction Co.

Barnhardt Manufacturing Co., Charlotte, N. C., has ordered machinery for its waste mill addition, which will be a 200x200-ft. mill construction building, costing \$50,000.

### Dacotah Mills' Addition Contracts.

All contracts have been awarded for the Dacotah Cotton Mills' additions at Lexington, N. C. R. C. Biberstein of Charlotte, N. C., is the architect-engineer in charge, and the new building will be two stories high, of brick construction, 200 feet long by 50 feet wide. This \$50,000 structure will be equipped with 4224 spindles, 130 looms and electric motor power individual drive for manufacturing cotton cloth.

### 200 More Looms for Halifax Mill.

Two hundred looms will be added by the Halifax Cotton Mills, South Boston, Va., contract for this new weaving machinery having been awarded. The company has awarded contract to the Fountain Company of Atlanta, Ga., for building a 275x128-foot concrete addition for weave shed in which to install the new looms. J. E. Serrine of Greenville is the architect and engineer.

### China Grove Mill Company Organized.

Chartered recently with \$1,000,000 capital, the China Grove (N. C.) Cotton Mills Co. has organized and ordered machinery for a 15,000-spindle plant to spin yarns. A plant has been secured and 90 acres of land have been purchased for mill village site. A. C. Lineberger of Belmont, N. C., is president, and J. H. Rutledge of Kannapolis, N. C., is secretary-treasurer.

### Avondale Additions at Alexander City.

Plans have been determined for additions to the Avondale Mills at Alexander City, Ala. This company's additions will be of standard mill construction as follows: 150x80-foot weaveshed addition; two-story 100x100-foot warehouse and extension; two-story 100x60-foot clothroom. J. E. Serrine, Greenville, is the engineer.

### Arcade Mills to Add 6000 Spindles.

At Rock Hill, S. C., the Arcade Mills will build an addition and install 6000 spindles with individual motor drive. This addition will be of reinforced concrete and standard mill construction, two stories high and 315 feet long by 106 feet wide. J. E. Serrine, Greenville, S. C., is the engineer.

### \$600,000 Mill Company Chartered.

Capitalized at \$600,000, the Victory Spinning Co. has been chartered to build a cotton-yarn mill at Maiden, N. C. H. S. Robinson and Lewis Rudisill of Lincolnton, N. C., and G. W. Rabb of Newton, N. C., are the incorporators.

### The Cotton Movement.

In his report of June 11 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 316 days of the season was 11,531,912 bales, an increase over the same period last year of 768,991 bales. The exports were 6,078,241 bales, an increase of 1,491,374 bales. The takings by Northern spinners were 2,338,840 bales, an increase of 270,336 bales; by Southern spinners, 3,210,447 bales, a decrease of 66,454 bales.

### 20-Story Skyscraper for Baltimore.

The National Bank of Baltimore has acquired additional property adjacent to its present site and will erect a 20-story office building, designed to care for the bank's increasing commercial business and to provide better facilities for its safety deposit vaults, the savings department and the new foreign exchange department to be established. It is announced that the building will not be constructed for a year or two.

### For Daily Capacity 2500 Cord Tires.

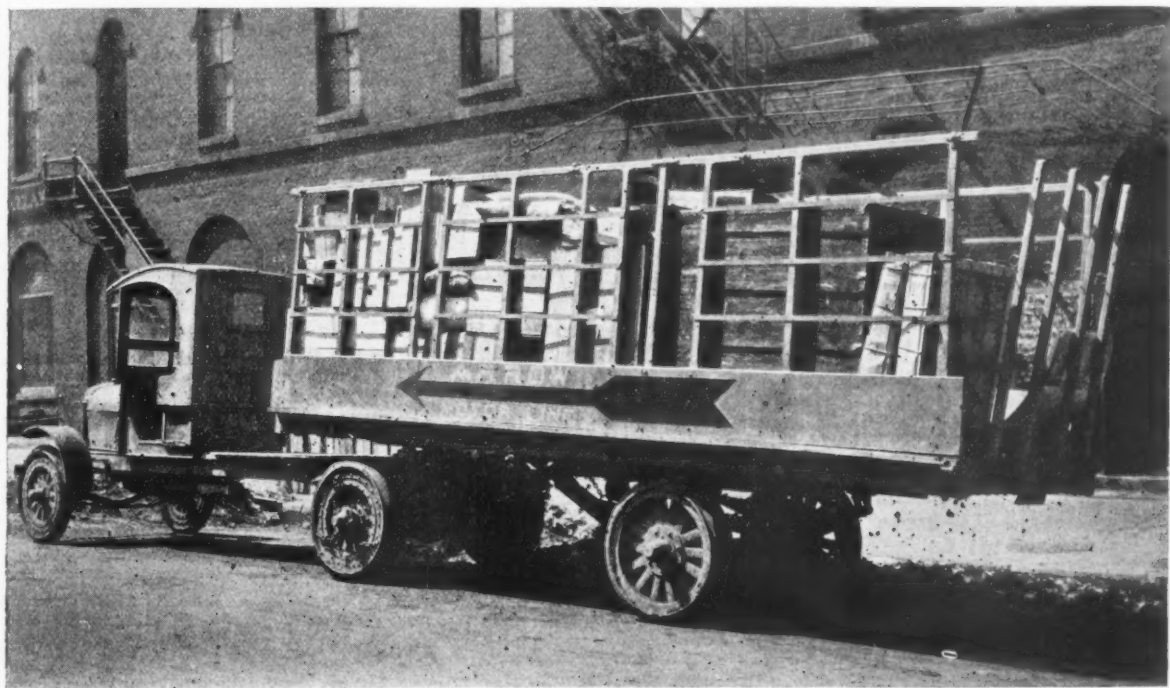
From 1500 to 2500 cord tires will be the daily capacity of the Kentucky Tire & Rubber Association, Louisville, Ky., organized recently with \$1,000,000 capital. This corporation will erect a 4-unit plant 280x50 feet. H. J. Huff of Louisville being the architect. H. P. Didricksen of Louisville is the company's president, and the Akron Engineering Co., Akron, O., is the construction engineer for its plant.

## MECHANICAL

### Economy in Motor Truck Work.

To increase the carrying capacity of motor trucks there is a steadily growing use of trailers, and the accompanying illustration shows a Model H-5 semi-trailer of seven tons built by the Highway Trailer Co. of Edgerton, Wis., attached to a truck and in use by the Arrow Motor Line, Chicago. A report from the latter says that the trailer affords them from two to three times the carrying capacity on the truck to which it is attached at a cost of from 15 to 17 per cent more. Formerly the truck averaged  $2\frac{1}{2}$  tons each way, with an average return of \$40, but now an average of 5 tons each way is carried, with an average return of \$75, and taking very little more time to complete the round trip.

Another report is from H. A. R. Clark of Detroit, who says that he had made already 82 trips with a truck and one of these



TRUCK WITH SEMI-TRAILER LOADED.

trailers between Rossford, O., and Detroit, Mich., hauling plate glass from the plant of the Edward Ford Company to the plant of the Fisher Body Corporation at Detroit, carrying a total of 1,257,840 pounds of glass without breakage of the product or repairs to the machine. As much as 16,720 pounds of glass were hauled at one load, if not more. The round trip between the two points is 136 miles. Mr. Clark remarks that he thinks this trailer, or perhaps one size larger, to be an ideal combination for long distance work, "as the first cost and operating expense is not more than one-half that of a truck carrying the same load at three-fourths the speed."

The trailers are made in two types, one of two wheels, the other four-wheeled.

### Personal Mention.

Mr. Willard L. Case has been elected treasurer of the Yale & Towne Manufacturing Co. to succeed Mr. John B. Milliken, recently resigned. Mr. Case's long experience has covered substantially all of the problems arising in the conduct of organized industry, especially on its economic and accounting side. Mr. Edward C. Waldvogel, who has been in the employ of the company for 15 years, having occupied the position of general manager for four years with charge of all sales and advertising, was elected a director of the company.

## FOREIGN NEEDS

[The MANUFACTURERS RECORD receives many letters from abroad asking for information about American goods, and others, from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of the foreign letters of inquiry from week to week.]

### Wire Nails.

GOUDSOUZIAN FRERES, Boite postale 689, Alexandria, Egypt.—Would you be kind enough to bring us into relation with manufacturers who could deliver us Pointes de Paris (wire nails) in the following sizes:  $1\frac{1}{2} \times 4$ ,  $1\frac{3}{4} \times 4$ ,  $1\frac{1}{2} \times 13$ ,  $2 \times 12$ ,  $2\frac{1}{4} \times 11$ ,  $6 \times 5$ .

### Nails, Wire, Oilcloth, Cotton Duck, Etc.

JENARO GARCIA, care J. Aron & Co., 95 Wall St., New York City.—I am interested in the following goods: Nails (all sizes), wire, oilcloth, cotton duck, electrical goods, all kinds of hardware. (Representative of Bernardo Hoyos, Valparaiso, Chile. All correspondence should be in Spanish.)

### Fence Wire, Cement, Leather.

ANTONIO B. MADEIRA, Rua Vigario Jose Ignacio, n. 90, Porte Alegre, Rio Grande do Sul, Brazil.—It is my ambition to introduce in this country the following products: Fencing wire, cement for construction, leather to make shoes, etc. I want to enter into commercial relations on commission with some firms who mean to do business in foreign countries. I represent several English houses, and we are doing a good business. The Columbian Enamelling & Stamping Co., Terre Haute, Ind., with branch office at 317 Broadway, New York, several years ago gave us their representation, and we have been doing excellent business on commission. Correspondence in Portuguese suggested.

### American Catalogs on File.

AMERICAN CHAMBER OF COMMERCE, 32 Rue Talbott, Paris, France.—This organization has established an extensive catalog system to aid French purchasers who seek American goods and to assist American export trade in general. A circular announcing this also remarks that under this method preliminary correspondence between buyers and sellers can be abolished, as French buyers can see the catalogs on file, select the articles they want and write immediately to the manufacturers without having to wait to receive trade literature. There is a catalog card index, and a subscriber is entitled to 10 different headings in it. For instance, a hardware concern would be listed under as selling bolts, files, locks, saws, hammers, nails, screws, faucets, cutlery, wrenches. Generalization should be avoided in order to have full advantage of this filing method. Only American firms are admitted to it.



# Construction Department

## EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

## DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## Airplane Plants, Stations, Etc.

D. C., Washington.—Balloon Hangars.—U. S. Government, Quartermaster R. C. Marshall, Jr., Construction Div., 7th and B Sts. S. W.; construct balloon hangars in various locations; \$1,200,000; bids until June 21.

## Bridges, Culverts and Viaducts.

Ala., Elba.—State Highway, Dept., Bell Bldg., Montgomery, Ala.; construct 2 reinforced concrete bridges; triple concrete girder type, 120-ft. span; triple concrete slab type, 60 ft. long; \$37,000; J. A. Peterson, Contr., Montgomery, Ala. (Lately noted inviting bids.)

Ga., Perry.—Houston County Comms. Roads and Revenues, construct reinforced concrete bridge with earth approaches at Big Indian Creek, on Perry-Henderson road; Federal-aid Project 160; 1152 lin. ft. hand railing; 1440 lin. ft. reinforced concrete piles; 47,091 lbs. reinforcing steel; bids until July 1; E. N. Parker, Div. Engr., 302 Burch Bldg., Dublin, Ga. (See Machinery Wanted—Bridge Construction.)

Ga., Trenton.—Dade County Comms. Roads and Revenues, I. H. Wheeler, Chrmn.; construct bridge over State Line Creek on Chattanooga-Birmingham road; 5390 lbs. reinforcing steel; bids until July 15. (See Machinery Wanted—Bridge Construction.)

Miss., Aberdeen.—Monroe County Supvrs., Joe T. Morgan, Clerk; erect 129-ft. bridge, steel span, on Aberdeen and Wren road; 60-ft. bridge, steel span, on Aberdeen and Columbus road; bids until July 7; F. J. Russell, Civil Engr. (See Machinery Wanted—Bridge Construction.)

Miss., Meridian.—Lauderdale County Commissioners; construct bridges and culverts; voted \$200,000 bonds. (Lately noted to vote.)

Miss., Meridian.—City, W. H. Owen, Street Commr.; construct concrete bridges and incinerator plant; resurface and pave streets; vote June 29 on \$290,000 bonds; John C. Watts, Engr., Box 5. (Supersedes recent item.)

Okla., Muskogee.—Muskogee County Comms.; construct 4 bridges; voted \$400,000 bonds. (Previously noted to vote.)

Tex., Waxahachie.—Ellis County Comms., Tom J. Ball, Auditor; construct wooden culverts on 20 mi. road in Dist. 13; bids opened June 11.

## Canning and Packing Plants.

Ga., Quitman.—Quitman Packing Co., W. H. Baxley, Mgr., Contr., Archt. and Engr.; erect 125x50-ft. mill construction building; fishlock brick; mchy. purchased; daily output 1900 cases, 24 cans to case, syrup, sweet potatoes, pears. (Lately noted organized to establish plant to pack fruit and vegetables.)

La., New Orleans.—Arabi Packing Co. incorporated; Gregory De Reyna, Prest.; Milton De Reyna, Secy.-Treas.; build slaughtering and meat packing plant; 2-story 198x100-ft. manufacturing building; reinforced concrete and brick; 1-story 67x57-ft. power-house; 2-story 66x32-ft. inedible-house or reduction plant; 1-story 36x24-ft. power-house; install independent generating power unit for light and power and refrigerating plant; mfrs. sausage, lard and edible tallow; Packers' Architectural & Engineering Co., Archt.-Engr., Chicago, Ill.

Mo., St. Louis.—L. Forrest Packing Co., L. Forrest, Mgr., 3026 Elliott St.; erect 1-story 37x8-ft. packing-plant cooler; H. Steinkamp, Archt.; J. C. Mieller, Gen. Contr., 3500 Hebert St.

## Clayworking Plants.

Ky., Quinwin.—Bricks, etc.—Quinwin Brick & Tile Co. inceptd.; capital \$60,000; W. W. Wynne, C. T. Wallace, B. W. Dyer.

S. C., Greenville.—Bricks, etc.—Greenville Brick Co. organized; capital \$25,000; S. H. Paysinger, Prest.-Treas.; T. M. Wells, V.-P. and Secy.

Tenn., Union City.—Bricks.—McAdoo-Waddell Brick Co. organized; R. J. and W. H. McAdoo, Jno. Waddell.

Tex., Bridgeport.—Clay Products.—Phoenix Clay Corp., 1215 Southwestern Life Bldg., Dallas, Tex., chartered; capital 200,000; C. W. Martin, Prest.; Eugene De Borgory, Secy., both Dallas, Tex.; J. V. Montrief, Supt., Bridgeport; erect brick and tile plant; daily capacity 125,000 bricks or 150 tons tile.

Va., Hiwassee.—Bricks and Tile.—Hiwassee Shale & Brick Tile Corp. chartered; capital \$150,000; Jno. S. Draper, Prest.; T. A. Ireland, Secy.-Treas.; erect 35,000 daily capacity brick plant; mfrs. brick and hollow tile.

W. Va., Martinsburg.—Clay Products.—National Shale Brick Co. organized; capital \$250,000; F. Vernon Aler, Prest.; Chas. Lohr McGee, Secy.; all Washington, D. C.; establish 150,000 daily capacity brick plant; mfrs. building brick, tile, sewer pipe, hollow tile, etc.; erect employees' homes.

W. Va., Salem.—Pottery.—Taylor & Smith Pottery Co., East Liverpool, O.; establish 5-kiln pottery; later increase to 9 kilns.

## Coal Mines and Coke Ovens.

Ky., Arjay.—New Arjay Coal Co. inceptd.; capital \$40,000; L. A. and G. C. Bowling.

Ky., Pikeville.—Wilson Creek Elkhorn Mining Co. inceptd.; capital \$50,000; John and M. Adkins, W. T. Brooks.

Ky., Pikeville.—Younce Colliery Co. inceptd.; capital \$15,000; A. J. Younce, R. H. Cooper, E. B. Stephens.

Va., Lynchburg.—Apex Coal Co. inceptd.; capital \$60,000; Randolph Harrison, Prest.; G. H. Wilkins, Secy.-Treas.; both Lynchburg; S. H. Mcgem, V.-P., Bluefield, W. Va.

W. Va., Clarksburg.—Laurelta Coal Co. incorporated; capital \$300,000; L. M. and J. B. Potter, L. R. Britton.

W. Va., Charleston.—H. C. Coal & Coke Co.; improve plant; operate in connection with 50,000 acres acquired in Buchanan County, Va.

W. Va., Costa.—Ashford Coal Co.; improve mines; install mchy.

W. Va., Welch.—Welch Pocahontas Land Co. inceptd.; capital \$50,000; Samuel Polon, Samuel Solins, both Welch; O. E. Linkous, War. W. Va.

W. Va., Welch.—Claren Pocahontas Coal Co. inceptd.; capital \$50,000; Samuel Polon, Samuel Solins, both Welch; O. E. Linkous, War. W. Va.

## Cotton Compresses and Gins.

Ark., El Dorado.—St. Louis Compress Co.; erect 1200 bale daily capacity compress and 12,000 bale cotton warehouse; exceed \$1,000,000; J. C. Hearron, Contr., Little Rock.

Ark., Holly Grove.—People's Gin Co. inceptd.; capital \$30,000; June Davidson, Rue Abramson.

La., New Orleans.—McCardell Cotton Co.; erect 285x90-ft. mill-construction building; metal lath, stuccoed; tar and gravel roof; concrete floors; office hardwood; \$70,000; install \$3000 electric-light plant; 60 H. P. steam heat, \$5000; 1-story elevator building; convert and regin low-grade cotton; H. G. Markel, Archt., 636 Common St.; Robt. W. Markel, Gen. Contr., Marine Bank Bldg. (See Machinery Wanted—Building Material.)

Okla., Gowen.—Gowen Gin & Mill Co. incorporated; E. W. Frey, L. L. Cothran, A. J. Rice.

Tex., Chicota.—Planters' Gin Co. inceptd.; capital \$8200; G. W. Campbell, M. T. Lee, W. D. McNally.

Tex., Van Alstyne.—Van Alstyne Gin Co.; increase capital from \$15,000 to \$26,400.

## Cottonseed-Oil Mills.

Tex., Van Alstyne.—Van Alstyne Cotton Oil Co.; increase capital from \$50,000 to \$66,000.

## Drainage Systems.

Fla., West Palm Beach.—Lake Worth Inlet Dist., C. H. Ellis, Secy.; construct channel; connect Atlantic Ocean with Lake Worth; 23,000 cu. yds. rock excavation; bids until June 16; J. C. Wagen, Chief Engr., Lake Worth, Fla. (See Machinery Wanted—Inlet.)

Miss., Belzoni.—Belzoni Drainage Comsn.; dredge and clean 112 mi. drainage ditches; bids until July 7. (See Machinery Wanted—Drainage System.)

Miss., Oxford.—Lafayette County Comms., Wells Drainage Dist., W. M. Woodward, Clk.; construct 1½ mi. additional laterals; bids until June 29. (See Machinery Wanted—Ditch Construction.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

### Electric Plants.

Ga., Eastman.—City; construct electric-light and power plant. Address The Mayor.

Ky., Georgetown.—City; install electric-light and water plants; \$100,000 bonds. Address The Mayor. (Previously noted contemplated.)

Miss., Baldwin.—Town, W. A. Stocks, Mayor; improve electric-light and water systems; voted \$5000 bonds.

Miss., Laurel.—City, Goode Montgomery, Mayor; construct power plant and water-works; vote June 11 on \$50,000 bonds.

S. C., Union.—City, K. P. Morgan, Mayor; improve and extend electric-light system; vote June 22 on \$30,000 bonds. (Lately noted.)

Va., Norfolk.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.; construct main hospital, transformer building, gashouse and extend boiler-house of United States Public Health Service Hospital at Sewells Point, including reinforcing metal, structural tile, iron and sheet-metal work, composition roofing, cork insulation, etc.; bids until June 21. (See Machinery Wanted—Building Material.)

Va., Petersburg.—Chesterfield Mfg. Co.; erect power plant on Swift Creek; Wm. C. Whitney, Engr., Virginia Railway & Power Bldg., Richmond, Va.

### Fertilizer Factories.

Tex., Harrisburg.—Texas Chemical Co., subsidiary of Pacific Bone & Fertilizer Co., San Francisco, Cal.; purchased 41.3-acre site; erect fertilizer plant on ship channel.

### Flour, Feed and Meal Mills.

La., Rayne.—Louisiana State Rice Mill Co.; plans \$25,000 improvements; increase capacity.

Mo., Pierce City.—Vance Milling Co.; rebuild burned flour mill and elevator; loss \$100,000.

Mo., Springfield.—Holland-O'Neal Milling Co., 624 W. Phelps Ave.; erect plant addition; fireproof grain elevators; concrete construction reinforced with steel; 4 bins to store corn and 4 to temper wheat; laboratory to test flour; concrete building for employees;

Okla., Amber.—Amber Grange Elevator Co. inceptd.; capital \$20,000; J. W. Webb, F. W. Ayers, T. M. McElroy; acquired Wheatland Grain & Lumber Co.'s grain elevator.

Okla., Bradley.—Bradley Elevator & Warehouse Co. inceptd.; capital \$25,000.

Okla., Oklahoma City.—White Grain Co. incorporated; capital \$20,000; Garland and Esther White, A. L. Peaks.

Okla., Oklahoma City.—Oklahoma Terminal Elevator Co. inceptd.; capital \$750,000; P. L. Jacobson, R. H. Drennan; both Oklahoma City; Frank S. Gresham, Guthrie, Okla.

Tex., Stephenville.—Will Clay; erect grain elevator; contract let.

Va., Somerset.—Somerset Milling Co. organized; W. G. Buckner, Prest.; establish flour mill; electric power. (Lately noted inceptd., capital \$35,000.)

### Foundry and Machine Plants.

Ala., Bessemer.—Soil Pipe.—Imperial Soil Pipe Works, C. J. Donald, Prest.; Thomas J. Reese, Gen. Mgr.; erect second unit of plant; daily output 30 to 35 tons pipe and fittings.

Ark., Hope.—Steel Bridges.—Eclipse Mfg. Co.; increased capital from \$20,000 to \$100,000.

Fla., Jacksonville.—Repairing.—Limbaugh Machine Co., Stockton Cal., organized; R. W. Limbaugh, Prest.-Mgr.; F. Heintz, V.-P.; E.

I. Dewitt, Secy.-Treas.; erect 30x75-ft. plant; wood frame and corrugated iron construction; install lathe and drills; purchased; H. C. Buckland, Contr.-Arch. (Lately noted inceptd.; capital \$20,000.)

Fla., Miami.—Welding, etc.—Vulcan Welding & Machine Co., A. De Bogery, Propr., 431 7th St. (lately noted); erect 50x75-ft. plant, 25x50-ft. shop in rear; \$5000; stone construction; fireproof; install acetylene and electric welding apparatus, steam hammers, heavy machine and blacksmith shop equipment, boiler-repairing apparatus; A. D. Bryan, Contr. (See Machinery Wanted—Motors; Welding Equipment; Lathe; Shaper; Hammer; Steel.)

Ky., Louisville.—Pipe.—P. Bannon Pipe Co., Martin J. Bannon, Prest.; erect 2-story-and-basement 71½x106 ft. plant; hollow-tile construction; \$70,000; General Contracting Co., Contr., 231 5th St. (Lately noted to erect.)

N. C., Charlotte.—Textile Machinery.—Terrell Machine Co., W. 15th St.; erect additions; 40x80-ft. machine shop, concrete and steel construction, \$8000; office building, \$2000; M. C. Boger, Archt.; J. H. Deal, Contr.

N. C., Rocky Mount.—Machinery.—Hadlow-Bolton Machine & Spring Co. inceptd.; capital \$25,000; W. L. Hadlow.

Tenn., Memphis.—Bar and Flat Steel.—Memphis Iron & Steel Co. inceptd.; capital \$300,000; B. L. Mallory, John E. Conley, P. J. O'Hara; erect plant on 5-acre site; install mchy.; purchased; mfrs. bar and flat steel.

Tex., Bay City.—Machinery.—Bay City Machine Co. inceptd.; capital \$6500; G. W. Kelly, W. T. Gray, G. A. Whiner.

Tex., Corsicana.—Terracing Machine.—Cal E. Kerr, Prest.; S. M. Kerr, Secy.-Treas.; organize company; capital \$100,000; erect fireproof building; equip to mfrs. terracing machines.

Tex., Fort Worth.—Machine Shop.—Claypool Machine Co., 1711 Calhoun St.; enlarge plant; purchased 4½-acre site.

### Gas and Oil Enterprises.

Ky., Covington.—Alph Leasing & Drilling Syndicate inceptd.; capital \$40,000; B. F. Stansifer, F. Roudersbuch, S. V. Brents.

Ky., Marion.—Pinnacle Leasing & Developing Co. inceptd.; capital \$35,000; W. D. Cannon, F. W. Nunn, C. W. Haynes.

Ky., Winchester.—Watterson Drilling Co. inceptd.; capital \$20,000; G. L. Watterson, R. L. Wible, G. K. Russell.

La., Lake Charles.—Refining.—Calcasieu Oil Refining Co.; increase plant capacity to 1500 bbls.; ultimately to 3000 or 5000 bbls.; install additional still.

La., Sunset.—Refining.—Southern Oil & Refining Co.; improve plant; \$6000.

Md., Fairfield.—Prudential Oil Co., 2 E. Lexington St., Baltimore; erect \$10,000 addition.

S. C., Columbia.—Columbia Railway, Gas & Electric Co.; erect additions; lay 5 or 10-mi. pipe line; erect tanks for several thousand cu. ft. gas; \$400,000; J. G. White Engineering Corp., Engr., 43 Exchange Place, New York.

Okla., Pawhuska.—Oilphant Oil Co. inceptd.; capital \$100,000; A. G. and Carol E. Oilphant, F. W. Files.

Tex., Channel.—Garrett Petroleum Co. incorporated; capital \$300,000; B. J. Garrett, C. M. McCollum, H. E. Kahn.

Tex., Childress.—Mid-Texas Producers' Co. inceptd.; capital \$50,000; A. F. Minchew, H. O. West, S. R. Robertson.

Tex., Fort Worth.—Oil Pipe Line.—Fort Worth Gas Co.; construct 12-in. line to Joshua.

Tex., Galveston.—Oil Terminals.—National Oil Co., Woolworth Bldg., New York; 621 Mason Bldg., Houston, Tex.; expend \$150,000 for pipe line and storage facilities; three 55,000-bbl. storage tanks; pipe line with discharge connection from two ships; 600 ft. 12-in. pipe from dock; 2100 ft. 14-in. and 1500 ft. 16 in.; 16-in. pipe for suction line and loading rack; loading rack with 6-in. connections; build 5000-bbl. tank near ship and a booster pump for high pressure; 2-in. steam line through main pump line; material purchased. Marine repair plant will consist of shop equipped with new machinery and some from shipyards at Orange; for any machinery repairs; for work on own ships and other vessels. (Supersedes recent item.)

Tex., Giddings.—Giddings Oil, Gas & Development Co. inceptd.; capital \$200,000; J. G. Kappier, E. J. Neitsch, A. D. Wachermann.

Tex., Lometa.—Lometa Oil Co. inceptd.; capital \$60,000; J. L. Buttrill, J. F. McCarrson, S. J. Hutstutler.

Tex., Houston.—Old River Oil Co. inceptd.; capital \$165,000; R. E. Gorce, G. W. Collier, C. C. Wren.

Tex., Stephenville.—Refining.—Hog Creek Oil & Refining Co.; erect \$500,000 plant.

Va., Charlottesville.—City; improve gas, water and sewer systems, streets; voted \$953,000 bonds. Address The Mayor. (Lately noted to vote.)

W. Va., Paden City.—Kiger Oil & Gas Co. inceptd.; capital \$75,000; Jas. Williamson, Paden City; Chas. B. Halstead, Charleston, W. Va.; U. B. Conaway, Middlebourne, W. Va.

### Hydro-Electric Plants.

S. C., Columbia.—Columbia Railway, Gas & Electric Co.; enlarge plant; \$400,000; J. B. White Engineering Corp., Engr., 43 Exchange Place, New York.

Va., Bedford.—City, A. J. Cawthorne; build hydro-electric addition; W. C. Whitner, Engr., Virginia Railway & Power Bldg., Richmond, Va. (Previously noted voting bonds.)

### Ice and Cold-Storage Plants.

Tex., McKinney.—McKinney Ice & Coal Co.; increased capital from \$60,000 to \$100,000.

### Irrigation Systems.

La., Jeanerette.—Providence Irrigating Canal; rebuild burned pumping plant.

Tex., Wichita Falls.—Wichita County Water Improvement Dist. No. 1; completed preliminary surveys; engineers making permanent surveys; system to irrigate 100,000 acres land in Wichita and Archer counties and supply water for city; 21,000 acres rights of way; let contracts latter part of year; 1,500,000 cu. yds. dam embankment; 3,000,500 cu. yds. excavation and borrow; 60,000 cu. yds. reinforced plain rubble concrete; excavate 2 distributing canals, No. 1, 42 ft. at bottom, 6 ft. depth of water; No. 2, 30 ft. at bottom, 6 ft. depth of water; construct one diversion dam 36 ft. high and one storage dam 100 ft. high; canals \$1,500,000; dams \$1,250,000; estimates made for amount bond issue; probably vote in 60 days; install power shovels, excavators, dump cars, small railroad equipment, concrete mixers, control gates, bar, iron, steel sheet piling, cement, etc.; Vernon L. Sullivan, Consult. Engr., 701 Mills Bldg., El Paso, Tex. (Supersedes recent item.)

### Iron and Steel Plants.

Md., Sparrows Point—Iron Furnaces, Steel Plant, etc.—Bethlehem Steel Corp., W. F. Roberts, Gen. Mgr., Sparrows Point; Eugene R. Grace, Pres., Bethlehem, Pa.; reported to have decided upon further plant extensions to cost \$35,000,000, additional to \$50,000,000 new plants and betterments previously detailed and now nearing completion; build additional iron furnaces; 2 of 500 tons daily capacity each; extend steel department; double 24-mill tinplate factory recently doubled, increasing to 48 mills; expend \$600,000 to build houses for employes; install additional new machinery in various departments; add marine railways to shipyards (of Bethlehem Shipbuilding Corp.), replacing some old drydocks, etc.; understood that engineering details will be announced from time to time; propose to complete these betterments by 1921.

### Land Developments.

Fla., Altamonte Springs—Florida Ferns Co. inctd.; capital \$100,000; Jno. Meisch, Pres.; A. P. Connelly, Secy.-Treas.; both Sanford, Fla.

### Lumber Manufacturing.

Ala., Montgomery.—River Falls Lumber Co.; increased capital from \$10,000 to \$60,000.

Fla., Quincy.—Dezell Company inctd.; capital \$25,000; John Dezell, Pres.; John R. Jinks, V.-P.; Wilbur S. Dezell, Secy.; Frank G. Dezell, Treas.

Ky., Covington.—Lewin Lumber Co., Bank and McLean Sts., Cincinnati, O.; erect 1-story 58x120-ft. planing mill; J. J. Craig, Contr., 20 W. 9th St.

La., Alexandria.—Commercial Lumber Co. inctd.; capital \$100,000; Jules P. Turregano, Pres.; John E. Thorsell, V.-P.; John M. Eicher, Secy.-Treas.

Miss., DeKalb.—Legette & Key; rebuild burned sawmill.

Miss., Mayhew.—Independent Tie & Lumber Co. inctd.; capital \$10,000; O. H. Sullivan, E. R. Conwell.

N. C., Cherryville.—Beam Lumber Co., Jacob A. Rudisill, Gen. Mgr.; increased capital from \$25,000 to \$100,000.

### Metal-Working Plants.

Mo., St. Louis—Metal Beds.—American Bed Co., A. F. De Camp, Pres.; erect 2-story 75x120-ft. building; A. Doerflinger, Contr., 2904 Juniata Ave.; Nolte & Nauman, Archts., Fullerton Bldg. (Lately noted to erect.)

Mo., St. Louis—Tinware.—Standard Stamping Co., Geo. Weigand, Pres.; erect 5-story 53x60-ft. building; L. H. Crone Construction Co., Contr., Benoist Bldg.; Kilpstein & Latham, Archts., Chemical Bldg. (Lately noted machine shop contemplated.)

### Mining.

La., Denham Springs—Gravel.—Constant Sand & Gravel Co. organized; capital \$125,000; Frank T. Constant, Pres.-Mgr.; George Bailey, Treas.; both Alexandria, La.; T. T. Harrison, Gen. Mgr., Baton Rouge, La.; purchased Amite River gravel deposits; develop; install new mchy.; build spur track from Baton Rouge to gravel beds; later build glass plant.

Tex., Chico—Stone.—Lone Star Stone Co., G. D. Anderson, Mgr., 303 Kemp & Kell Bldg., Wichita Falls, Tex.; lately noted increased capital from \$100,000 to \$200,000; install steam shovel; hourly output of mines 200 tons.

Tex., Sweetwater—Silica.—Texas Consult-

ing Co., Stamford, Tex.; reported interested in plan to develop silica deposits cover  $\frac{1}{2}$  sq. mi., 8 mi. south of Sweetwater.

Va., Richmond—Mica, etc.—Milton Mica Co., Box 1421 (lately noted inctd.), capital \$100,000; organized; F. L. Sparks, Pres.; W. Mae Jones, V.-P.; David Edmond, Secy.-Treas.; develop 800 acres of mica, feldspar, etc.; install compressors, hammers, hoists, presses, dies, grinding machines, trucks. (See Machinery Wanted—Compressors; Hammers; Hoists; Presses and Dies; Grinding Machines; Trucks.)

### Miscellaneous Construction.

Fla., Miami—Wharves, etc.—City, W. P. Smith, Mayor; extend terminal dock; construct 2 additional wharves; build 2 warehouses; additional slip; switching and railway trackage; vote July 20 on \$400,000.

La., Crowley—Pier.—Southern Pacific R. R. System, I. A. Cottingham, Chief Engr., Houston, Tex.; construct \$3000 unloading pier and house; wood and concrete construction.

Md., Aberdeen—Gunnery Emplacement.—U. S. Government, Construction Officer, Aberdeen; construct gunnery emplacement; John J. Hibbits, Contr., 722 Colorado Ave., Baltimore.

Md., Baltimore—Dock.—Consolidated Electric Light & Power Co., Lexington Bldg.; construct 10x200-ft. framework dock at Port Covington bridge; \$7500. (Previously noted to construct 1330 ft. bulkhead at Spring Gardens.)

Md., Baltimore—Harbor Improvements.—Board of Awards, Wm. F. Broening, Pres.; dredging harbor; bids until June 16; Bancroft Hill, Harbor Engr., Recreation Pier, Broadway.

Mo., Charleston—Heating Plant.—Board of Education, T. J. Brown, Pres.; install vapor vacuum system in Eugene Field School; bids until June 16; J. H. Felt & Co., Contrs., 800 Grand Ave. Temple Bldg., Kansas City, Mo.

### Miscellaneous Enterprises.

Ala., Mobile—Builders' Supplies.—Mobile Builders' Supply Co. inctd.; capital \$50,000; A. F. Hobbs, Pres.; W. F. Vernon, V.-P.; both Selma, Ala.; J. P. Stuart, Secy.-Treas., Mobile.

Ark., Pine Bluff—Laundry.—Fred Ussery; establish laundry.

D. C., Washington—Laundry.—Capitol Towel Service Co.; erect laundry; \$25,000.

Fla., Miami—Fire Equipment.—City, W. P. Smith, Mayor; extend fire-alarm system; erect additions to Central fire station; erect and equip South Side fire station; vote July 30 on \$35,000 bonds. (Lately noted to vote July 6.)

Fla., Pensacola—Fishing.—Gulf Coast Fishing Corp., C. H. Holmes, Pres., 502 Thiesen Bldg.; lately noted to increase capital by \$150,000; erect 1-story 230x80-ft. and 30x60-ft. buildings; ordinary construction; \$38,943; install cold-storage, ice, canning, fertilizer and power plants; E. L. Miller, Archt. (See Machinery Wanted—Cold Storage Plant; Ice Plant; Canning Plant; Fertilizer Plant; Power Plant.)

Ga., Atlanta—Construction.—Southern Construction & Supply Co.; increased capital from \$30,000 to \$100,000.

Ga., Atlanta—Publishing.—W. R. C. Smith Publishing Co.; increased capital from \$50,000 to \$500,000.

Ga., Macon—Publishing.—Central States Automobile Association inctd.; capital \$25,000; George C. Garrett, J. D. Bratton; publish automobile directory.

Ga., Savannah—Plumbing Supplies, etc.—Julius J. Lax Co. inctd.; capital \$50,000.

Ky., Brownsville—Construction.—Edmondson County Construction Co. inctd.; capital \$10,000; John Logan, Porter B. Spillman, R. R. Alexander.

Ky., Lexington—Redrying.—W. L. Petty Co., Chair Ave.; erect addition to tobacco redrying plant; \$20,000; install mchy.; Combs Lumber Co., Contr.

Ky., Lexington—Publishing.—Chase Publishing Co. inctd.; capital \$5000; S. L. Woolridge, J. M. Kimbrough, J. M. Branham.

Md., Bell Station—Greenhouses.—Bureau Yards and Docks, Navy Dept., Washington, D. C.; erect greenhouses; American Green House Construction Co., Contr., Chicago, Ill.

Miss., Hattiesburg—Potato Curing.—Madison County Sweet Potato Curing & Storage Co.; increased capital from \$200,000 to \$400,000.

Miss., Meridian—Incinerator.—City, W. H. Owen, Street Commr.; build incinerator plant; construct concrete bridges; resurface and pave streets; vote June 29 on \$290,000 bonds; John C. Watts, Engr., Box 5. (Supersedes recent item.)

N. C., Henderson—Fire Equipment.—City; install fire equipment; \$11,000 bonds. Address The Mayor.

S. C., Florence—Printing and Publishing.—Brunson & Gardiner inctd.; capital \$40,000; Mason C. Brunson, Charles S. Gardiner.

S. C., Spartanburg—Laundry.—Spartanburg Laundry Co., inctd.; capital \$40,000; Thomas Kennedy Hudgens, Pres.

Tenn., Knoxville—Laundry.—M. B. Gaylon; purchased building; remodel; install laundry equipment.

Tex., Abilene—Printing.—Abilene Printing Co.; increased capital from \$20,000 to \$60,000.

W. Va., Berwind—Contracting.—Arthur Gridelli Co. inctd.; capital \$25,000; Arthur Gridelli, Berwind; L. C. Anderson, T. Curd; both Welch, W. Va.

Tex., Eastland—Hardware.—Eastland Hardware Co. inctd.; capital \$120,000; Jack Williamsob, Joe Burkett, Tom Harrell.

Tex., Palestine—Publishing.—Advance Publishing Co. inctd.; capital \$7500; S. F. Williams, P. F. Parker, J. S. Guinn.

Va., Lynchburg—Electrical.—Cochran Electrical Corp. chartered; capital \$50,000; C. W. Hicks, Pres.; Sidney Cochran, Jr., V.-P.; E. R. Holt, Secy.-Treas.

W. Va., Wheeling—Boats and Barges.—La Belle Transportation Co. inctd.; capital \$23,000; R. C. Kirk, Steubenville, W. Va.; Charles McCamie, Wellsburg, W. Va.; D. A. Burt, Beech Bottom, W. Va.

### Miscellaneous Factories.

Ala., Greenville—Overalls.—D. D. Metcalf; secured building; remodel; equip to mfr. overalls; install 50 machines; daily output 50 to 60 doz. pairs.

Ala., Trussville—Road Slag.—Good Roads Slag Co., 1015 First Natl Bank Bldg., Birmingham, organized; Jno. W. McCulloch, Pres.; G. A. Mattison, V.-P. and Gen. Mgr.; J. R. Copeland, Secy.; install 70-ton steam shovel, dump cars, crushing and sizing plant; daily capacity 600 tons crushed and screened slag. (Lately noted inctd., Birmingham, capital \$30,000.)

Ark., Little Rock—Bakery.—Rose City Bakery, Joe Jung, Propr., 14th and Main Sts.; erect 2-story addition; brick; adjoin present plant; Parot Construction Co., Contr.

Fla., Jacksonville—Folding Boxes.—Florida Folding Box Co., Union Terminal Bldg., or-

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ganized; capital \$100,000; W. H. Carmichael, Pres.; O. M. Drebert, Secy.; W. W. Brock, Treas.-Mgr.; rent building; mfrs. folding paper-board boxes.

Fla., Pensacola—Optical Goods.—Ingram Optical Co. inceptd.; capital \$10,000; J. L. Ingram, Pres.; Belle H. Ingram, Secy.-Treas.

Ga., Atlanta—Lodge Supplies.—Gate Mfg. Co. organized; capital \$25,000; C. B. and Mrs. Lottie E. Davis; establish plant to mfr. supplies and equipments.

Ga., Brunswick—Rosin, etc.—Hercules Powder Co., main office, Wilmington, Del.; plans improvements and additions; mfrs. rosin, turpentine and by-products.

Ga., Rome—Cigars.—Marshall Cigar Co., 420 Broad St., organized; G. C. Marshall, J. D. Fisher, J. D. Byars; establish cigar factory.

Ga., Savannah—Camthol.—Camthol Co., B. J. Ford, Gen. Mgr.; rent building; mfrs. camthol; daily output 1 carload; Clarke & Clarke, Archts. (Lately noted organized, capital \$600,000.)

Ky., Lexington—Tobacco.—G. F. Vaughn Tobacco Co., Jno. J. Settlemayer, Mgr., Box 351; erect \$5000 addition; 1-story 216x63-ft. mill-construction building; 20 skylights; 2 double fire doors; ribbed glass; steel sash; construction by owner; install hydraulic press and lifts, double-strength pipe and valves, scales, 150 H. P. boiler, tanks and heaters. (See Machinery Wanted—Press, etc.; Pipes; Scales; Boiler; Tanks; Heaters; Truck.)

Ky., Lexington—Bottling.—Coca-Cola Bottling Co.; erect 136x63-ft. building; install bottle washing and bottling mch.; Chas. B. Young, Archt., 225 W. Short St.

Ky., Louisville—Light Holder.—Stitzer Mfg. Co. inceptd.; capital \$10,000; David and Oscar B. Stitzer, Mattie S. Newton.

Ky., Louisville—Bakery.—Quality Baking Co. inceptd.; capital \$1000; Emmet J. Reuter, Isaac Sherman, M. Joseph Schmitt.

La., New Orleans—Paint and Varnish.—Marine Paint & Varnish Co., J. D. Cooper, V.-P. and Gen. Mgr.; install additional mch. and tankage.

La., Perryville—Carbon Plant.—Southern Carbon Co., Fairbanks, La.; erect another carbon plant of 75 burning-houses; \$500,000.

Md., Baltimore—Burlap Bags.—Larimer Burlap Bag Co., 118 S. Howard St., inceptd.; capital \$10,000.

Md., Baltimore—Service Station.—G. R. Callis, Archt., American B'g.; preparing plans for service station; 1 story; 18x60 ft.; ordinary construction; \$10,000; R. B. Mason, Contr., 308 W. Madison St.

Md., Baltimore—Oleomargarine.—A. H. Kulemann Co.; A. H. Kulemann, Pres.; 2961 Frederick Ave.; improve 250x50 ft. fireproof building; \$60,000; invites bids; install \$35,000 oleo mch.; contracts let; daily output \$40,000 lbs. oleomargarine and nut margarine; Wm. C. Schnabel, Engr.-Archt., Davis and Pleasant Sts., Baltimore; W. L. & G. H. O'Shea, Contrs., 29 Broadway, New York. (Supersedes recent item.)

Miss., Ellisville—Boll-Weevil Catcher.—Till Boll-Weevil Catcher Co. inceptd.; capital \$7500; A. J. Carter, Geo. E. Keyser.

Mo., Kansas City—Sacks.—Riegel Sack Co., Jersey City, N. J.; purchased 602-ft. frontage; erect 3 or 4-story factory building; mfrs. grain, flour and other variety of sacks.

Mo., St. Louis—Belting.—Majestic Mfg. Co., R. H. Stock, Pres., 2014 Morgan St.; remodel building; J. Hal Lunch, Archt., Dolph Bldg.; day labor.

Mo., St. Louis—Oleomargarine.—Blanton Mfg. Co., David A. Blanton, Pres., Second and Spruce Sts.; erect \$225,000 addition; in-

stall \$75,000 improvements; 5-story 151x72-ft. fireproof building; 62,000 sq. ft. floor space; reinforced concrete skeleton construction; mat brick walls with terra-cotta trimming; fireproof bridges connect buildings; first floor for power plant; four 350 H. P. boilers, three 150-ton refrigerating machines and 3 electric generators with coal and ash-hauling mch.; erect 150-ft. smokestack adjoining building; install elevators and conveyors; Geo. Pankau, Archt.-Engr.; Keller-mann Contracting Co., Contr. (Supersedes recent item.)

Mo., St. Louis—Corn and Fruit Products.—Temtor Corn & Fruit Products Co., Best-Clymer Branch; erect \$200,000 building; 4-story-and-basement 290x60-ft. wing and 3-story 150x60-ft. wing; install heating plant with automatic sprinklers; second floor for employes' assembly hall; H. G. Clymer, Archt.

N. C., Kenansville—Drugs.—Kenansville Drug Co. organized; K. Casteen, Pres.; Robert Dail, Secy.-Treas.-Mgr.; erect \$8000 building. (Lately noted inceptd., capital \$25,000.)

Tenn., Springfield—Tobacco.—Springfield & Kentucky Tobacco Co.; rebuild burned factory.

Tex., Dallas—Overalls, etc.—Miller Mfg. Co.; increase capital from \$750,000 to \$1,500,000.

Tex., Dallas—W. C. Hedrick Construction Co.; construct 1-story ironclad factory building; \$15,000.

Tex., Fort Worth—Battery.—Standard Battery Mfg. Co., Albert Kramer, Pres.; install plant additions; electric mch., generators, motors, etc. (Lately noted inceptd., capital \$75,000.)

Tex., Fort Worth—Novelty Dolls, etc.—Fort Worth Toy Mfg. Co. organized; capital \$50,000; E. T. Leininger, Pres., 1010½ Houston St.; O. O. Larnce, Secy.; W. E. Acers, Treas.; purchased site; erect building; mch. purchased; mfrs. novelty dolls, doll furniture, etc.

Tex., Keltys.—H. G. Bohissen Mfg. Co.; increase capital from \$150,000 to \$200,000.

Va., Charlottesville—Tanning Extracts.—H. E. Young & Co.; rebuild burned plant; loss \$400,000.

Va., Richmond—Tannery.—American Lace Leather Co., H. J. Myers, Pres.; erect tannery; brick; Carneal & Johnston, Archts., Chamber of Commerce Bldg.

Va., Richmond—Tobacco Curing Plant.—R. J. Reynolds, 12th and Byrd Sts.; construct 1-story 266x53x49-ft. tobacco-curing plant; \$25,000.

W. Va., Dunbar—Glass.—Whitemore Glass Co., A. P. Whitemore, Pres.; erect blowroom, glass tank, machine shop and warehouse; fireproof; mill construction; install mch. to mfr. window glass; increase output 100 per cent; Mott Wyant, Contr. (Supersedes recent item on rebuilding burned plant.)

### Motor Cars, Garages, Tires, Etc.

Ark., Helena—Automobiles.—Interstate Sales Co. inceptd.; capital \$100,000; E. S. Ready, S. L. Mundt, S. W. Tappan.

Ark., Mammoth Springs—Garage.—A. R. Campbell; erect garage; 1 story; 100x95 ft.; Widmer Engineering Co., Engr.-Contr., Syndicate Trust Bldg., St. Louis, Mo.

D. C., Washington—Garage.—Columbia Automobile Supply Co., Chas. Sonna, 741 13th St.; erect garage and addition to service station; one 2-story, 209x63 ft.; Stern & Tomlinson, Archts., Real Estate Trust Bldg.

Ga., Atlanta—Automobiles.—Elder Automobile Electric Service Co. organized; capital \$10,000; D. W. Webb, W. F. Elder, R. H. Elder.

Ga., Atlanta—Motor Car Manufacturing.—Simms Motor Car Corp., Thomas H. Mars, Pres.; erect fireproof buildings to cover 6½ acres; equip for daily output 100 four-cylinder 114-in. wheel-base motor cars; DeFord Smith, Archt., Atlanta, Ga. (Previously noted organized, \$2,500,000 capital, erect 500x100-ft. factory building, etc.)

Ga., Griffin—Garage.—A. F. Gossett & Sons; erect \$50,000 garage and automobile salesroom; brick.

Ky., Louisville—Garage.—Consolidated Realty Co., M. M. Johnson, Mgr., 231 S. 5th St.; erect garage; 1 story; 50x200 ft.; General Construction Co., Contr., 231 S. 5th St.

Ky., Louisville—Tires.—Kentucky Tire & Rubber Assn., H. P. Didriksen, Pres., 502 Realty Bldg.; erect plant; 4 units; 60x280 ft.; daily output 1500 to 2500 cord tires; H. J. Huff, Archt., Louisville; Akron Engineering Co., Constr.-Engr., Akron, O. (Previously noted organized, capital \$1,000,000.)

Ky., Newport—Garage.—Standard Automobile Garage Co. organized; Ben Pilzer, 6th and York Sts.; erect garage and service station; 1 story and basement; 85x185 ft.; brick walls; reinforced concrete floor; steel trusses. (Lately noted inceptd., capital \$5000.)

Ky., Paintsville—Automobiles.—Paintsville Automobile Sales & Service Co. organized; F. M. Hondel, Pres.; Edgar Kayce, V.-P.-Mgr.; J. B. Hondel, Secy.-Treas.; erect 60x105-ft. building; brick; \$10,000; Edgar Kayce, Constr.-Engr. (Lately noted inceptd., capital \$25,000.)

Ky., Vine Grove—Garage.—Service Garage Co. inceptd.; capital \$18,000; J. H. Cooper, H. O. Craycroft, W. C. Peck.

La., New Orleans—Motor Trucks.—Gulf Motor Truck Co., A. L. Dixon, Pres.-Mgr., 748 Baronne St.; remodel buildings at 926-930 Julia St.

Md., Baltimore—Tires.—Dellon Tire Co., 131 W. Mt. Royal Ave.; construct tire factory; 1 story, 90x400 ft.; 2-story 60x70-ft. power plant and office; R. B. Arnold, Engr., 131 W. Mt. Royal Ave., Baltimore; J. O. Hunt, Archt., 114 N. Montgomery Ave., Trenton, N. J.

Md., Hagerstown—Garage.—Hagerstown Motor Co., 228 Summit Ave., inceptd.; capital \$100,000; Edwin French, V. M. Cushwa, Wm. B. French.

Md., Hagerstown—Automobile Parts.—Maryland Automobile Products Co. inceptd.; capital \$50,000; Jas. J. Doyle, John M. Hammersla, Geo. E. Slaybaugh; mfrs. automobile parts.

Md., Baltimore—Garage.—J. W. Ligus; erect 1-story 50x100-ft. garage; brick; construction by owner; S. Russell, Archt., 11 W. Lexington St.

Md., Sparrows Point—Garage.—E. Snively; erect 2-story 100x100-ft. garage; concrete block; construction by owner; W. W. Emmart, Archt., Union Trust Bldg., Baltimore.

Md., Salisbury—Garage.—Riverside Motor Co., Jos. T. Gunby; erect garage; 60x100 ft.; 2 stories; 60x40 ft. in front, remainder 1 story; 60x100 ft. shop space; plate-glass front; brick; concrete.

N. C., Asheville—Garage.—E. H. Kamliner; erect \$3500 garage.

N. C., Asheville—Garage.—A. H. Carrier; erect \$20,000 garage.

N. C., Raleigh—Automobile Assembling.—Standard Motor Co.; erect garage and assembling plant; 83x261 ft.; 1 story and basement and sub-basement, 83x100 ft.; concrete; 50,000 ft. floor space; \$125,000.

Okla., Okmulgee—Garage.—J. M. Moore; erect garage; 4 stories; 100x100 ft.; brick; reinforced concrete; steel; reinforced concrete

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flooring; concrete foundation; Smith, Rea, Lovitt & Senter, Archts., Parkinson Bldg.

S. C., Greenville — Garage. — Old Hickory Garage; erect garage on 100x100-ft. site.

S. C., Greenville — Trucks, etc. — Cyclone Starter & Truck Co., Lee Houchins, Gen. Mgr.; erect \$140,000 plant; 1 story, 100x260 ft.; daylight type; steel; annual capacity 1500 trucks; plans three other buildings, with floor space 256,000 sq. ft.; H. K. Ferguson Construction Co., Contr., Cleveland, O. (Previously noted.)

Tenn., Chattanooga — Automobiles. — Commercial Car Corp. chartered; capital \$100,000; J. C. Richards, S. H. Vaught, M. E. Kratzer.

Tenn., Knoxville — Tires. — 813 Tire & Vulcanizing Co., 813 S. Gay St.; rebuild burned building; loss \$15,000.

Tenn., Memphis — Tire Manufacturing. — Dixie Rubber Co., L. C. Cadenhead, V. P. Gen. Mgr., 770 Randolph Bldg.; erect \$175,000 buildings; 80x300 ft.; reinforced concrete; construction bids about June 20; install two 250 H. P. boilers, 500 K. W. generator, rubber mill equipment; bids about July 1; daily output 500 automobile tires. Previously noted organized to erect first unit of plant. (See Machinery Wanted—Boilers; Generator; Rubber Mill Machinery.)

Tex., Dallas — Salesroom. — Flippen, Prather & Sonntheil; erect \$30,000 salesroom; 1 story; brick.

Tex., Dallas — Garage. — I. H. Drake and Juliette W. Hutton; erect \$10,800 garage; brick.

Tex., Dallas — Automobiles, etc. — Wharton Motors Co., Thos. P. Wharton, Prest., 914 Main St.; erect \$300,000 building; 4 stories, 80x380 ft.; fireproof; install \$100,000 machinery; mfr. automobiles, trucks and tractors; proposes \$2,500,000 plant in future; H. A. Overbeck, Archt.; R. A. Roscoe, Constr. Engr. Lately noted. (See Machinery Wanted—Automobile Works Equipment.)

Tex., Eastland — Automobiles. — Texas Motor Co. inceptd.; capital \$100,000; J. C. Harrell, Tiff Harrell, W. M. Brown.

Tex., Houston — Garage. — John Statler; erect \$22,000 garage; 2 story; reinforced concrete.

Tex., Houston — Automobiles. — McDade Automobile Co.; erect salesroom and service station; 125x125x50 ft.; hollow tile; reinforced concrete; plate-glass front; \$75,000.

Tex., Orange — Filling Station. — W. C. A. Benecke and Roy Pruter; erect filling station on 100x100-ft. site.

Va., Alexandria — Garage. — Remschell Automobile Sales Co., 121 N. Fairfax St.; erect garage; brick; concrete; steel; fireproof; Mr. Dunn, Archt.

Va., Norfolk — Garage. — Travelers' Garage, care Tunstall & Arrington, Archts., Bank of Commerce Bldg.; erect garage; 3 stories; 120x238 ft.; Baker & Brink, Contrs. (Lately noted.)

Va., Richmond — Garage. — W. T. Hawks, 918 W. Gary St.; erect garage; 1 story; 90x60 ft.; A. C. Houston & Son, Contrs., 9 S. 6th St.; A. F. Hunt, Archt., and B. J. Rowlett, Asso. Archt.; both Old Dominion Trust Bldg.

Va., Roanoke — Service Station. — Gibson & Packett, care of J. W. Boswell, First National Bank Bldg.; erect 1-story 31x200 service and sales building; W. H. Mason, Contr., Strickland Bldg.; H. M. Miller, Archt., 3½ Campbell Ave. (Lately noted.)

W. Va., Bluefield — Garage. — Bluefield Garage Co. inceptd.; capital \$50,000; E. L. Bailey, Paul Bailey, H. R. Greever.

## Railway Shops, Terminals, Roundhouses, Etc.

Ga., Savannah. — Atlantic Coast Line R. R., J. E. Willoughby, Ch. Engr., Wilmington, N. C.; improve Southover shops; erect roundhouse, turntable, additions to shops; install machinery; \$250,000.

## Road and Street Construction.

Ala., Anniston. — City, J. L. Wike, Mayor; pave Noble St.; asphaltic concrete; \$96,705; J. F. Morgan Paving Co., Contr., Birmingham, Ala. (Lately noted.)

Ark., Magnolia. — Columbia County Road Improvement Dist. 2; pave road between Magnolia and McNeil; 14 mi.; Ritchie Construction Co., Contr., Camden, Ark.

Ark., Walnut Ridge. — Lawrence County Commissioners' Road Improvement Dist. 4; grade, erect bridge and culverts on 5.85 mi. road from Minturn to Clover Bend; C. L. Hager, Contr.

Fla., St. Petersburg. — City, G. B. Shepard, Director of Finance; construct cement sidewalks; bids until June 21. (See Machinery Wanted—Paving.)

Ga., Jasper. — Pickens County, M. S. Long, Ordinary; construct 7.94 mi. road; Federal-aid Project No. 119; 36,873.9 cu. yds. excavation; 12,420.4 cu. yds. broken stone surf.; bids until July 2; H. W. Morgan, Div. Engr., 404 Jackson Bldg., Gainesville, Ga. (See Machinery Wanted—Road Construction.)

Ga., Sylvester. — City; pave 14 blocks; asphaltic concrete; combination curb and gutter; \$120,000 bonds; Atlantic Bitulithic Co., Contr., Richmond, Va. (Lately noted voting bonds.)

Ky., Ashland. — City, W. A. Manning, Clerk; pave and curb with vitrified brick Winchester Ave.; bids until June 21; changed date from June 7. (See Machinery Wanted—Paving.)

Ky., Danville. — City; construct 33,000 sq. yds. streets; sheet asphalt, bitulithic, bitoslag, willite on 5 or 6 in. base or two course concrete; 5000 ft. sewers; bids until June 24; S. F. Crecelius, Civil Engr., Richmond, Ky. (See Machinery Wanted—Paving.)

Ky., Hazard. — Perry County Commrs.; construct highway between Hazard and Lothair; \$50,000.

Ky., Louisville. — Board Public Works; awarded paving contracts; Louisville Asphalt Co., \$27,597.50, improve Pennsylvania Ave., and \$3135.75, improve 38th St.

La., Abbeville. — Vermilion Parish Police Jury; construct 12 mi. gravel road from Gueydan to Lake Arthur; \$50,000.

Md., Cumberland. — City; repave and improve streets; 46,420 sq. yds. brick; 21,100 sq. yds. wood block; 1650 sq. yds. concrete paving; 7270 lin. ft. concrete curb; bids opened June 10; Ralph L. Rizer, City Engr.

Md., Frederick. — Frederick County Commrs.; improve 5 mi. road between Wolfsville and Myersville.

Md., Frederick. — Frederick County Commrs.; construct 2 mi. road from Middletown toward Harmony; \$60,541; M. J. Grove Lime Co., Contractor.

Md., Rockville. — Montgomery County Commissioners; improve roads; issue \$142,000 bonds.

Md., Towson. — Baltimore County Commrs.; improve 7 mi. road; 2 mi. Harford, 15 ft. concrete; 2.1 mi. Philadelphia, sheet asphalt; 1 mi. Falls, concrete; 1 mi. Park Heights Ave., concrete; 1 mi. North Point, concrete; \$313,375 available; estimated cost \$35,000 a mile.

Miss., Baldwin. — Town, W. A. Stocks, Mayor; improve streets; voted \$21,000 bonds;

invite bids for 4 mi. streets in residence section. (See Machinery Wanted—Paving.)

Miss., Gulfport. — City Commrs.; construct 2 mi. concrete sidewalks; Francis & Popkins, Contrs.

Miss., Lexington. — Board of Aldermen, W. L. Jordan, Clerk; improve and pave town square and Yazoo St.; combination curb and gutter, etc.; bids until July 6; Jno. M. Harbert Engineering Co., Engr., Indianola, Miss. (See Machinery Wanted—Paving.)

Miss., Lexington. — City and Holmes County Supvrs.; pave streets; \$37,000 available; invite construction bids July 6. (Lately noted to vote on bonds.)

Miss., Meridian. — City, W. H. Owen, Street Commr.; resurface and pave streets; construct concrete bridges and incinerator plant; vote June 29 on \$290,000 bonds; John C. Watts, Engr., Box 5. (Supersedes recent item.)

Mo., Carthage. — City, S. C. Boggess, Mayor; grade, curb and pave 17,800 ft. Central Ave. and Chestnut St.; 74,000 sq. yds. concrete; 36,000 lin. ft. concrete curbing.

Mo., Houston. — Texas County Commrs.; improve 28 mi. Houston-Rolla road, 24 ft. wide; Federal-aid Project 109; 147,800 sq. yds. gravel surfacing; 50,227 lin. ft. grading; culverts and bridges.

Mo., Ironton. — Iron County Commrs.; construct 13 mi. Ironton-Potosi road, 24 ft. wide; Federal-aid Project 107; 28.5 mi. Ironton-Piedmont road, 24 ft. wide; Federal-aid Project 105; culverts and bridges.

Mo., Marshfield. — Webster County Commrs.; improve 8.5 mi. St. Louis-Springfield road, 24 ft. wide; Federal-aid Project 104; 44,880 sq. yds. gravel surfacing.

Mo., Monticello. — State Highway Board, Jefferson City, Mo.; improve 7.94 mi. State road, Project 39, including grading, culverts and bridges; bids until June 28; Alexander W. Graham, State Highway Engr., Jefferson City, Mo. (See Machinery Wanted—Road Construction.)

Mo., St. Joseph. — Buchanan County Commissioners; pave 6½ mi. Faucett-Dearborn Rd., 18 ft. wide; concrete; 6½ mi. Rushville-De Kalb Rd., 16 ft. wide; bituminous macadam; bids about July 1; invite bids for 10 mi. Pike's Peak Highway, 16 ft. wide; bituminous macadam; surveys made for 10 mi. Saxton-Easton Rd., 16 ft. wide; bituminous macadam; J. D. Mohler, Engr., 1522 25th St.

Mo., St. Joseph. — Buchanan County Commissioners; improve 20.02 mi. St. Joseph-Atchison road, 18 ft. wide, asphaltic concrete; 376 mi. Frederick Ave. road, 29 ft. wide; rejected previous bids; invite new bids.

Mo., St. Louis. — City; resurface and pave 3500 ft. Morganford road, brick; 2900 ft. Natural Bridge Ave.; W. W. Horner, Engr.

Mo., Trenton. — Grundy County Commrs.; improve 5 mi. Trenton-Chillicothe and Trenton-Princeton road, 24 ft. wide; Federal-aid Project 108; culverts.

Mo., Versailles. — Morgan County Commrs.; construct 11.08 mi. Tipton-Versailles Rd., 24 ft. wide; H. H. Humphreys, Contr., Sedalia, Mo.

N. C., Danbury. — Stokes County Commrs.; construct graded roads; vote on \$150,000 bonds.

N. C., Winston-Salem. — North Carolina State Highway Comsn., Div. Office, Greensboro, N. C.; construct 12.22 mi. State Highway in Forsyth County; Federal-aid Project 111; 30,031 cu. yds. topsoil surfacing; bids until June 22; W. S. Fallis, State Highway Engr., Raleigh, N. C. (See Machinery Wanted—Road Construction.)

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Okla., Altus.—Jackson County Comms.; defeated \$750,000 road bonds; Carl R. Reid, Engr. (Lately noted to vote.)

S. C., Columbia.—City; curb, fill and drain 2879 ft. N. Main St.; T. C. Wyse, City Engr.

S. C., Florence.—City; plans \$350,000 bonds for street and sidewalk improvements and repairs. Address The Mayor. (Supersedes recent item.)

S. C., Gaffney.—City; pave sidewalks. Address The Mayor.

Tenn., Jonesboro.—Town. W. L. Hoss, Mayor; improve streets and equip school building; vote July 8 on \$15,000 bonds.

Tenn., Nashville.—City Comms., J. W. Dashiell, Secy.; construct bituminous-stone concrete and granite-block pavements; bids opened June 8; Wm. W. Southgate, City Engr.

Tex., Amarillo.—Potter County Comms., R. C. Johnson, Judge; grade and improve 5.25 mi. Highway 33; 5.25 mi. Highway 13; bids until June 15; Nagle-Witt-Rollins Engineering Co., Engr., Amarillo and Dallas, Tex. (See Machinery Wanted—Road Construction.)

Tex., Austin.—Travis County Comms.; grade, surface and drain 3.1 mi. Austin-Jollyville road, 16 ft. wide; 27,380 sq. yds. bituminous macadam topping; H. W. Nolan, Engr., 511 Scarborough Bldg.

Tex., Ballinger.—Russell County Comms.; grade, surface and drain 5.7 mi. Highway 39; 13,560 cu. yds. gravel; J. L. Dellis, Engr.

Tex., Bay City.—Matagorda County Commissioners; improve 10.1 mi. Highway 12-A, Bay City-Matagorda road, 15 ft. wide; Federal-aid Project 175; J. C. Carrington, Engr. (Lately noted.)

Tex., Canadian.—Hemphill County, W. D. Fisher, Judge; construct 1½ mi. sand-clay and cinder road on State Highway 4; \$70,000 bonds; bids opened. (Previously noted.)

Tex., Fairfield.—Freestone County, S. W. Robinson, Judge; grade and drain 14.667 mi. Highway 32, Dew-Buffalo road, 16 ft. wide; construct bridges; bids until June 19; Bryant & Huffman, Engrs., 211 Littlefield Bldg., Austin, Tex.

Tex., Fort Worth.—Tarrant County, W. E. Yancy, Auditor; construct 5.857 mi. reinforced concrete pavement on State Highway 1; bridges and culverts; bids until July 1. (See Machinery Wanted—Road Construction.)

Tex., Gonzales.—Gonzales County Comms.; grade, gravel surface and erect bridges and culverts on 28.2 mi. Highway 29; 4400 sq. yds. concrete pavement; J. W. Benjamin, Engr.

Tex., Mt. Pleasant.—Titus County Commissioners; gravel surface and drain 11.21 mi. Highway 1, Federal-aid Project 27; Wilder & O'Neal, Engrs.

Tex., Paris.—Lamar County Comms.; grade, surface and curb 6.85 mi. Highway 5; 51,200 lin. ft. concrete curb; 12,641 cu. yds. gravel or stone; W. M. Fooshee, Engr.

Tex., Post.—City; pave streets and sidewalks; voted \$50,000 bonds. Address The Mayor.

Tex., Richmond.—Fort Bend County Commissioners; construct roads in Dist. 6; \$190,000 bonds.

Tex., San Marcos.—Hays County Comms.; grade, surface and drain 7.37 mi. Austin-Fredricksburg road, Highway 20-A; 11,000 cu. yds. crushed rock; J. W. Puckett, Engr., Buda, Tex.

Tex., Stephenville.—Erath County Comms.; construct road on Route 10 from Fort Worth; Gilkerson & O'Connell, Contrs., Dallas, Tex. (Lately noted inviting bids.)

Va., Charlottesville.—City; improve streets; voted \$480,000 bonds. Address The Mayor. (Lately noted to vote.)

Va., Danville.—City; improve streets; voted \$300,000 bonds. Address The Mayor. (Lately noted to vote.)

Va., Norfolk.—Bureau Yards & Docks, Navy Dept., Washington, D. C.; construct roads and walks at naval hospital; \$26,000; bids until June 21.

W. Va., Huntington.—Cabell County Commissioners; pave 25 mi. road; voted \$1,000,000 bonds. (Previously noted to vote.)

W. Va., Wheeling.—City; pave 24th St.; brick; Gilligan & Son, Contrs.

### Sewer Construction.

Fla., Miami.—City, W. P. Smith, Mayor; construct sanitary sewer system; vote July 20 on \$40,000 bonds.

Ky., Danville.—City; construct 5000 ft. sewers; pave 33,000 sq. yds. street; bids until June 24; S. F. Creclius, Civil Engr., Richmond, Ky. (See Mch. Wanted—Sewers.)

Md., Kitzmiller.—Town; install sewer and water systems; voted \$60,000 bonds. Address The Mayor. (Lately noted contemplated.)

Miss., Batesville.—City; extend sewer system; vote on \$6500 bonds. Address The Mayor.

N. C., Gastonia.—City, R. G. Cherry, Mayor; improve sewers and water systems; 10 mi. 8 to 15-in. sanitary sewers; activated sludge sewerage purification plant; bids until June 22; Wm. M. Platt, Engr., Durham, N. C. Lately noted bids until June 8. (See Machinery Wanted—Sewers.)

Okla., Tulsa.—City, Mrs. Frank Seaman, Auditor; construct sanitary sewer, including laterals, connections, etc. in Dist. No. 168 and 170; bids until June 21. (See Machinery Wanted—Sewer Construction.)

S. C., Florence.—City; extend sewer system; improve water-works; plans \$100,000 bonds. Address The Mayor.

S. C., Union.—City, R. P. Morgan, Mayor; improve and extend sewer system; vote June 22 on \$60,000 bonds. (Lately noted.)

Tex., Alpine.—City, B. F. Berkeley, Mayor; construct sewer system; 12,500 ft. 6 to 12-in. pipe sewers; 36 manholes; small sedimentation tank; bids until June 22; Bartlett & Ranney, Inc., Engrs., 524 Moore Bldg., San Antonio, Tex. Previously noted voted \$20,000 bonds. (See Machinery Wanted—Sewers.)

Tex., Farmersville.—Farmersville Sewer Co., W. A. Canon, Secy.; construct 40,000 ft. sanitary sewers; 2 sewage-disposal plants; bids until June 14. (See Machinery Wanted—Sewers.)

Va., Charlottesville.—City; improve sewer, water and gas system, streets, etc.; voted \$953,000 bonds. Address The Mayor. (Lately noted to vote.)

### Shipbuilding Plants.

Miss., Vicksburg—Refitting, etc.—Vicksburg Ways Co. organized; construct marine ways and needles; for docking, refitting, repairing and equipping vessels.

### Telephone Systems.

Ala., Florence.—Burcham Valley Telephone Co.; install community lines in Lauderdale County; equipment purchased. (Lately noted inceptd., capital \$3000.)

Md., Baltimore.—Chesapeake & Potomac Telephone Co., A. E. Berry, Prest., 5 Light St.; erect automatic exchange; concrete, brick and stone; concrete foundation; McKenzie, Vorhees & Gemlin, Archts., 1123 Broadway, New York. (Lately noted contemplated.)

Md., Sparrows Point.—Bethlehem Shipbuilding Corp., George Hetherton, Mgr.; add marine railways, replacing some old drydocks, installing new mchy., etc. (See Iron and Steel Plants.)

### Textile Mills.

Ala., Alexander City.—Cotton Cloth and Yarn.—Avondale Mills; extend mill building; erect 150x80-ft. weave-shed addition; 2-story 100x100-ft. warehouse extension; 2-story 100x60-ft. clothroom; all standard mill construction; J. E. Sirrine, Engr., Greenville, S. C.

Ga., Atlanta.—Cotton Duck, etc.—Couch Cotton Mills inceptd.; capital and surplus, \$2,500,000; W. D. Couch, Prest.; L. J. Powers, V.-P.; Walter T. Candler, Treas.; consolidates Couch Mills Co., Atlanta, Beaver Duck Mills, Greenville, S. C., and Beaver Cotton Mills, Thomson, Ga.; plans improvements and extensions.

Ga., Griffin.—Cotton Cloth.—Griffin Cotton Mills; extend bleachery; remodel plant; J. E. Sirrine, Engr., Greenville, S. C.; Gresham Mfg. Co., Contr., Griffin. (Supersedes recent item.)

N. C., Charlotte.—Waste.—Barnhardt Mfg. Co.; erect waste-mill addition; 200x200-ft. mill-construction building; \$50,000 mchy. ordered. (Supersedes recent item.)

N. C., China Grove.—Yarns.—China Grove Cotton Mills Co. organized; capital \$1,000,000; A. C. Lineberger, Prest., Belmont, N. C.; J. H. Rutledge, Secy.-Treas., Kannapolis, N. C.; acquired plant site; construct mill building; install 15,000 spindles; mchy. ordered; purchased 90-acre tract for mill village. (Lately noted inceptd.)

N. C., Lexington.—Colored Cloth.—Dacotah Cotton Mills, W. H. Mendenhall, Secy.-Treas.; erect 2-story 200x50-ft. addition for spinning and slasher-rooms; brick and concrete; \$50,000; purchased mchy.; install 4224 spindles, 130 looms; electric power; individual motor drive; R. C. Biberstein, Engr.-Archt., Charlotte, N. C.; Harbin Construction Co., Building Contr., Lexington. (Supersedes recent item.)

N. C., Durham.—Cotton Products.—Lawrence Cotton Mills; erect 3-story 80x60-ft. addition; mill construction; J. E. Sirrine, Engr., Greenville, S. C.

N. C., Maiden.—Yarn.—Victory Spinning Co. inceptd.; capital \$600,000; Lewis Rudisill, Lincolnton, N. C.; G. W. Rabb, Newton, N. C.

N. C., Mooresville.—Cotton Products.—Mooresville Cotton Mills; erect 2-story dye-house and bleachery; reinforced concrete construction; electric power; extend boiler plant; add 1500 H. P., equipped with stokers and other coal-handling apparatus; equipment purchased; J. E. Sirrine, Engr., Greenville, S. C.; Flynt Building & Construction Co., Contr., New York. (Supersedes recent item.)

S. C., Greenville.—Silk.—Dunecan Mills; erect mill; prepare silk goods; Nehry Construction Co., Contr.

S. C., Enoree.—Enoree Mills; install electric power system; individual motor drive; for 36,000 spindles and 842 looms; 2 generators; J. E. Sirrine, Engr., Greenville, S. C.

S. C., Greenville.—A. W. Smith; erect 4-story 204x80 ft. mill building; steel and brick; \$375,000; J. E. Sirrine, Archt.

S. C., Greenville.—Cotton Cloth.—Camperdown Mills; install electric power system; individual motor drive for 12,700 spindles and 600 looms; J. E. Sirrine, Engr., Greenville, S. C.

S. C., Rock Hill.—Print Cloths.—Arcade Mills; construct addition; 2-story 315x106-ft. mill building; reinforced concrete and standard mill construction; install 6000 spindles; individual motor drive; J. E. Sirrine, Engr., Greenville, S. C. (Supersedes recent item.)

Tenn., Niota.—Hosiery.—Quality Textile Mills organized; capital \$50,000; Harry T. Burns, Prest.; J. B. Forrest, Secy.; erect 2-story 65x35-ft. building; brick; \$10,000; con-

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



tract let; install 25 knitting machines; purchased \$15,000 mchy.; electric power; knit silk hosiery; H. A. Collins, Archt.-Engr.

Tex., McKinney—Denims, etc.—Texas Cotton Mills Co.; increase capital from \$440,000 to \$750,000; plans additions.

Va., Bristol—Hosiery.—Wood Hosiery Mills organized; capital \$50,000; J. H. Wood, Prest.; J. L. Wood, Secy.-Treas.; erect 2-story 130x50-ft. mill building; \$25,000; purchased \$15,000 mchy.; install 76 knitting machines; 25 H. P. electric motor; electric drive; daily capacity 450 dozen pairs; C. E. Kearfort, Engr.-Archt.; D. W. Wagner, Contr.

Va., South Boston—Cotton Cloth.—Halifax Cotton Mills, W. A. McCanless, Prest.; erect 275x128-ft. addition; weave shed; concrete; add 200 looms; J. E. Sirrine, Engr., Greenville, S. C.; Fountain Co., Bldg. Contr., Atlanta, Ga. (Supersedes recent item.)

### Water-Works.

Fla., Daytona Beach.—Town, R. L. Seldon, Clk.; install \$20,000 purification plant; daily capacity 500,000 gals.; install 40 H. P. oil engine, 750 G. P. M., 40-125 ft. head centrifugal pump, 175-cu.-ft. air compressor, 35 lbs. maximum pressure; construct three 40x20-ft. reservoirs; bids until July 5; Geo. A. Main, Engr., 14 Baker St., Daytona, Fla. Supersedes recent item. (See Machinery Wanted—Water-works Equipment; Reservoirs.)

Ga., Reynolds.—City, E. E. Hodges, Mayor; construct 50,000-gal. daily capacity plant; install deep-well mchy., pump, tank and tower; \$25,000; bids about June 15 to 20. Lately noted voted \$15,000 bonds. (See Machinery Wanted—Water-works Equipment.)

Ky., Georgetown.—City; install water and electric-light plants; \$100,000 bonds. Address The Mayor. (Previously noted contemplated.)

Md., Kitzmiller.—Town; install water and sewer systems; voted \$60,000 bonds. Address The Mayor.

Miss., Baldwin.—Town, W. A. Stocks, Mayor; improve water and light systems; voted \$5000 bonds.

N. C., Gastonia.—City, R. G. Cherry, Mayor; improve water and sanitary sewer systems; 4½ mi. 12-in. cast-iron pipe lines, hydrants, valves; 2,000,000-gal. filtration plant; tower and tank or standpipe; bids until June 22; Wm. M. Platt, Engr., Durham, N. C. (Lately noted bids until June 8. (See Machinery Wanted—Water-works.)

S. C., Florence.—City; improve water-works; extend sewer system; plans \$100,000 bonds. Address The Mayor.

S. C., Union.—City, R. P. Morgan, Mayor; improve and extend water-works; vote June 22 on \$70,000 bonds. (Lately noted.)

Tenn., Gleason.—City; improve water-works; erect 50,000-gal.-capacity tank; install mains; vote in July on \$20,000 bonds. Address The Mayor.

Tex., Port Arthur.—Supvrs. Port Arthur Fresh Water Dist.; convey water from Sabine River; install intake, including open ditch for 16½ mi., on Sabine River, 10 mi. above Orange, near Kansas City Southern crossing; total cost \$1,000,000; Nagle-Witt-Rolins Engineering Co., Engr., Dallas, Tex.

Tex., Port O'Connor.—Port O'Connor Water-works inceptd.; capital \$7500; A. W. Turner, C. H. Boyd, Jno. Kingan.

Va., Charlottesville.—City; improve water, sewer and gas systems, streets, etc.; voted \$953,000 bonds. Address The Mayor. (Lately noted to vote.)

### Woodworking Plants.

Ala., Anniston—Automobile Bodies.—Anniston Body Co. organized; C. E. Ard, Prest.-Mgr.; E. G. Bosworth, V.-P.; L. C. Watson, Secy.-Treas.; has plant; daily output 20 automobile bodies. (Lately noted inceptd., capital \$100,000.)

Ala., Mt. Vernon — Veneer.—Mobile Wood Products Corp., Evansville, Ind.; Benjamin Bowman, Mgr., Mt. Vernon; erect 20,000 sq. ft. plant addition; \$15,000; install rotary veneer-cutting and drying mchy.; \$50,000; purchased; daily capacity 30,000 ft. ready-cut veneer log scales. (Lately noted to install additional mchy. and build mill village.)

Ga., Savannah—Furniture.—Ferrowood Furniture Co. inceptd.; capital \$2000; L. G. Copes, Joseph C. Hutchins; both Savannah; William B. Ramsey, Greenville, S. C.

La., Alexandria—Cooperage.—Pekin Cooperage Co., inceptd.; capital \$250,000; H. P. Miller, Alexandria; W. R. and Pearle Duncan Foley, both New Orleans.

N. C., Lexington—Kitchen Tables and Oak Flooring.—George McCann; organize company; mfr. kitchen tables and oak flooring.

N. C., Wilmington — Furniture.—People's Furniture Co. inceptd.; capital \$10,000; George F. Hunt.

S. C., Greenville—Folding Ladder.—Greenville Folding Ladder Co., inceptd.; capital \$100,000; Frank M. de Saussure, Jr. (Lately noted by error under Tenn., Greenville.)

Tenn., Memphis — Furniture.—Commission Furniture Co. inceptd.; capital \$10,000; W. A. Walker, N. L. Thomas, A. C. Johnson.

Tex., Chertino—Handles.—Center Handle Factory, Center, Tex., organized; W. H. Liem, Prest.-Mgr.; C. A. Liem, V.-P.; Anna Liem, Secy.-Treas.; erect 40x80-ft. building; ordinary construction; \$8000; install 45 H. P. steam mill, 3 saw rigs, 4 lathes, sander; mfr. mill,

logging and oil-field handles. (Lately noted to establish plant.)

Tex., Temple — Furniture.—Star Furniture Co. inceptd.; capital \$35,000; Fred and W. E. Janeway, T. O. Kinsey.

W. Va., Parkersburg — Handles.—Baldwin Tool Works; erect addition to mfr. handles; contemplated.

### Fire Damage.

Ala., Adamsville.—Junior High School; loss \$10,000. Address Board of Education.

Ala., Anniston.—Anniston Mfg. Co.'s warehouse.

Ark., Camp Pike.—Liberty Theater, Bayard Duncan, Mgr.; loss \$15,000.

La., Hammond.—Robert M. Tyce's residence.

La., Jeanerette.—Providence Irrigating Canal's pumping plant.

Miss., De Kalb.—Legette & Key's sawmill.

Mo., Pierce City.—Vance Milling Co.'s flour mill and elevator; loss \$100,000.

N. C., Walnut Cove.—J. A. Lewis' store.

Okla., Broken Arrow.—Cottage Hotel; A. A. Snyder's restaurant; loss \$20,000.

Tenn., Knoxville.—S13 Tire & Vulcanizing Co.'s building, owned by Dudley D. Dumas and John Bell; both Memphis, Tenn.; S13 S. Gay St.; loss \$15,000.

Tenn., Springfield.—Springfield & Kentucky Tobacco Co.'s plant.

Tex., Marshall.—B. F. Findley's building; loss \$15,000.

Va., Charlottesville.—H. E. Young & Co.'s plant; loss \$400,000.

W. Va., Point Pleasant.—Baltimore & Ohio R. R., H. A. Lane, Ch. Engr., Baltimore, and Kanawha & Michigan R. R., C. M. McVay, Div. Engr., Charleston, W. Va.; freight station; loss \$50,000.

## BUILDING NEWS

EXPLANATORY.

Buildings costing less than \$10,000 not covered in these reports.

### BUILDINGS PROPOSED

#### Apartment-Houses.

Ga., Atlanta.—Hard & Adams; erect \$30,000 apartment-house; 2 stories and basement; 6 apartments and cafe; stone foundations; brick veneer and stucco; slate, tar and gravel roof; rift pine and concrete floors; low-pressure steam heat, \$3500; electric lights; interior tile; De Ford Smith, Archt. (Lately noted.)

Ga., Albany.—Albany Development Co.; erect \$75,000 apartment-house, Hillsman Hts.; 8 apartments of 5 rooms, glazed sleeping porches, screened and tiled front porches; garage for each apartment; Wm. Leslie Welton, Archt., American Trust & Savings Bank Bldg., Birmingham.

Ky., Lexington.—Ruth Bush; erect brick apartment-house; 2 stories and basement; 2 apartments; John V. Moore, Archt., Mac-Clelland Bldg.

Mo., Kansas City.—L. K. Construction Co., Bryant Bldg.; erect 2 apartment-houses, 28th and Warwick Sts. and 3017 Forest Ave.; 3 stories and basement; \$45,000; brick and stone trim; composition roof; 12 apartments each; plans and construction by owner.

Okla., Ardmore.—Knights of Pythias; plan to erect home.

W. Va., Wheeling.—Matilda Zoeckler, 14th St.; erect \$25,000 apartment-house, Myar St.;

2 stories and basement; 38x70 ft.; frame; Vester & Eberling, Archts., McLain Bldg.

#### Association and Fraternal.

Ky., Coxton.—Koppers Co., Pittsburg, Pa.; erect Y. M. C. A. (See Dwellings.)

Ky., Glomawr.—Reliance Coal & Coke Co., Irvin Davis, Secy.; erect Y. M. C. A. (See Theaters.)

Ky., Prestonsburg.—Jack's Creek Coal Co.; erect Y. M. C. A. (See Dwellings.)

Ky., Wheelright.—Porter Mining Co.; erect Y. M. C. A. (See Dwellings.)

Tex., Amarillo.—Ancient Free and Accepted Masons, T. E. Durham, Chrmn. Comm.; plan to erect temple.

Va., Richmond.—Independent Order Odd Fellows; erect \$600,000 temple; brick and stone; Herts & Robertson, Archts.-Engrs., 331 Madison Ave., New York.

#### Bank and Office.

Ala., Altoona.—First State Bank, T. R. Bynum, Prest.; erect building.

Fla., Jacksonville.—Florida National Bank; bids until June 23 to alter brick and stone building; \$100,000; Mowbray & Uffinger, Archts.-Engrs., 56 Liberty St., New York.

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Fla., Miami.—Fidelity Bank & Trust Co.; erect \$25,000 addition to building; 3 stories; 44x19.10 ft.

Fla., St. Augustine.—J. A. Lew; erect 3-story office and store building, Cathedral St.; 3 stores on ground floor; 16 offices above; 63x70 ft.; coquina construction; Barrett specification roof; cement and wood floors; \$20,000; K. McClauder, Contr. (See Machinery Wanted—Glass Front.)

La., Colfax.—Grant State Bank, J. E. Swafford, Cash.; erect 2-story brick building; 25x52 ft.; 3-ply asbestos roof; concrete floors; Joe Carver, Archt. (See Machinery Wanted—Bank Fixtures.)

Ga., Atlanta.—Witt Investment Co.; erect \$200,000 store and office building; 4 stories; reinforced concrete, hollow fireproof tile, ornamental terra-cotta, interior tile; vaults; wire glass; concrete floors; mail chutes; steam heat; ready for bids in 3 weeks; Lockwood & Poundstone, Archts., Forsyth Bldg. (Lately noted.)

Md., Baltimore.—United States Fidelity & Guaranty Co.; erect fireproof office building, Calvert and Mercer Sts.; 12 stories, 3 stories and basement to be erected at present; 40x115 ft.; slag roof; Wyatt & Nolting, Archt., Keyser Bldg. (Previously noted.)

Md., Baltimore.—National Bank of Baltimore, T. Rowland Thomas, Prest.; purchased site adjoining present building fronting 45 ft. on Baltimore St. by 100 ft.; total site 51.6x100 ft.; contemplates erecting 20-story bank and office building; details not determined.

Miss., Carthage.—Carthage Bank, J. L. McMillon and others Directors; erect building. (See Machinery Wanted—Bank Fixtures.)

N. C., Henderson.—First National Bank; erect \$100,000 building; one story.

N. C., Mocksville.—Boyles Real Estate Co., W. E. Boyles, Prest.; erect office building.

Tex., Houston.—Carpenters' Local No. 213, H. S. Smith, V.-P.; erect store and office building; 50x100 ft.; 4 stories; reinforced concrete, hollow fireproof tile, ornamental terra-cotta, interior tile; gravel roof; concrete floors; wire glass; metal doors; steam heat; electric lights; 1 electric passenger elevator; bids opened June 14. Address Finger & Cato, Archts., Kress Bldg. (Lately noted.)

Va., Norfolk.—Brown Savings & Banking Co.; erect building, Church and Queen Sts.; 35x90 ft.; 3 stories; brick walls; steel columns and girders; wood joists; Barrett or asphalt roof; concrete and wood floors; vapor heat; electric lights; interior tile; metal doors; vaults; wire glass; ventilators; Benj. F. Mitchell, Archt., 500 Seaboard Bank Bldg., receives bids until June 23. (Previously noted.)

Va., South Hill.—Bank of South Hill, T. A. Bryson, Prest.; remodel building; 1 story; brick; \$20,000; F. A. Bishop, Archt., Terminal Bldg., Petersburg.

### Churches.

Fla., Tampa.—First Church of Christ, Science, Henry L. Dolive, Chrmn. Comm.; bids until June 15 to erect building, 408 Grand Central Ave.

Ky., Ashland.—First M. E. Church, South; remodel Sunday-school building and improve church. Address The Pastor.

Ky., Coxton.—Koppers Co., Pittsburgh, Pa.; erect church. (See Dwellings.)

Ky., Prestonsburg.—Jack's Creek Coal Co.; erect church. (See Dwellings.)

Ky., Richmond.—First Baptist Church, Rev. O. Green, Pastor; erect \$70,000 building; 1 story and basement; brick and stone; E.

Stamler, Archt., Fayette Natl. Bank Bldg., Lexington, Ky.

Ky., Wheelright.—Porter Mining Co.; erect church. (See Dwellings.)

Mo., Avondale.—Methodist Episcopal Church; erect \$12,000 building; 1 story; frame and stucco; shingle roof; electric wiring; furnace heating; plumbing; J. G. Braecklein, Archt., 800 Victor Bldg., Kansas City.

N. C., Charlotte.—Rev. S. F. Conrad interested in erection of Baptist church in Ather-ton mill section.

N. C., Wilmington.—First Baptist Church; erect \$75,000 building; 54x120 ft.; 3 stories; brick; Mastic roof; pine floors; Sunday-school rooms; assembly hall; roof garden; steam heat, \$10,000; electric lights, \$1000; bids until July 15; Herbert L. Cain, Archt., 12 N. 9th St., Richmond, Va.; James B. Lynch, Asso. Archt. (Previously noted.)

Okla., Altus.—First M. E. Church South; erect \$50,000 building; 56x80 ft.; brick; stone trim; asphalt shingle roof; concrete and wood floors; Hawk & Parr, Archts., Magnolia Bldg., Oklahoma City. Address Judge T. N. Robinson, Altus. (Lately noted.)

S. C., Charleston.—St. Barnabas' Lutheran Church, Geo. S. Bowden, pastor; erect building, Rutledge Ave. and Moultrie St.; David B. Hyer, Archt.

Tex., Houston.—First Baptist Church; erect \$1,000,000 building; 107x252 ft.; 12 stories and auditorium; steel and concrete; steam heat; 6 passenger elevators; C. D. Hill & Co., Architects, Houston and Dallas. (Previously noted.)

Tex., San Marcos.—First Baptist Church, J. W. Gantt, Chrmn. Bldg. Comm., Box 203; erect \$150,000 building; 1 story and balcony; brick; R. H. Hunt & Co., Archts., Southwestern Life Bldg., Dallas.

Tex., Slaton.—Baptist Church; erect \$25,000 building. Address The Pastor.

Va., Hilton Village.—Hilton Village Baptist Church, M. A. Lloyd, Newport News, interested; erect \$20,000 building; 1 story; 62x75 ft.; brick; Herbert L. Cain, Archt., 12 N. 9th St., Richmond.

Va., Richmond.—Church of the Holy Comforter, Rev. Wm. E. Cox, Rector, 2110 Grover Ave.; erect \$125,000 church, parish-house and rectory; 1 and 2 stories; brick and stone; Cram & Ferguson, Archts., 15 Beacon St., Boston, Mass.; Carneal & Johnston, Supervising Archts., Chrmn. of Comm. Bldg., Richmond.

### City and County.

Fla., Miami.—Fire Station, etc.—City, W. P. Smith, Mayor; votes July 20 on \$400,000 bonds to improve docks; \$100,000 bonds to erect 3 wards, operating-room, nurses' dormitory to city hospital; \$25,000 to erect fire station, South Side; \$5000 for extension of fire-alarm system; \$5000 to alter central fire station; W. B. Moore, City Clerk. (Lately noted.)

Tex., San Antonio.—Fire Stations.—City, Phil Wright, Commr.; erect 4 fire stations and 2-story addition to central fire station for machine shop and garage; bids opened June 17. (Lately noted.)

### Courthouses.

Okla., Cherokee.—Alfalfa County, G. Hinkle, Clerk; erect \$160,000 courthouse; 3 stories and basement; brick, stone and reinforced concrete; gravel roof; Tonini & Bramblett, Architects, 301-2 Terminal Bldg., Oklahoma City.

Tex., Barstow.—Ward County Commrs.; George H. Ticker, County Judge; erect addition to courthouse; Beutell & Hardie, Archts., El Paso; bids opened June 14.

### Dwellings.

Ala., Selma.—J. Percy Day; interested in organization \$50,000 Building Club; plans to erect 10 \$5000 cottages.

Ark., Marianna.—Mrs. P. R. Turner; erect \$12,000 residence, Pine and Walnut Sts.; 2 stories and basement; brick veneer and stucco; composition shingle roof; oak and pine floors; hot-air heat, \$550; electric lights; bids opened about June 20. Address Mann & Gatling, Archts., 614-18 Scimitar Bldg., Memphis, Tenn.

D. C., Washington.—Walter A. Dunigan, Continental Trust Bldg.; erect 2 residences, Prince St.; 2 stories; 13x33 ft.; \$16,000; brick; plans and construction by owner.

D. C., Washington.—Irwin Laughlin; erect \$300,000 residence, garage and laundry, Belmont Ave. and Crescent Pl. N. W.; 3 stories and basement; 100x178 ft.; brick and reinforced concrete; fireproof; J. R. Pope, Archt., 527 5th Ave., New York.

Fla., Daytona Beach.—Chas. E. Bostwick, Daytona Beach Hotel; remodel 5 cottages adjoining hotel; change roof, improve exterior, install running water in each room, additional baths.

Fla., Oldsmar.—Oldsmar Tractor Co., H. J. Keller, Gen. Mgr.; secured option on 100 lots and plans to erect dwellings for employes.

Fla., St. Petersburg.—Mrs. H. L. Haven; erect residence, Bay St. and 12th Ave.

Ky., Coxton.—Koppers Co., Pittsburgh, Pa.; erect 15 miners' houses, church, Y. M. C. A. and school; also coal tippie.

Ky., Danville.—O. L. May; erect \$15,000 residence; 2 stories and basement; texture tile; Chas. B. Young, Archt., 225 W. Short St., Lexington, Ky.

Ky., Harlan.—Shawnee Gas Coal Co.; erect 12 miners' houses at Shawnee; contract at once.

Ky., Harlan.—Perkins-Harlan Coal Co.; construct 20 minehs' houses; contract at once.

Ky., Harlan.—Wallen's Creek Colliery Co.; erect 25 miners' houses; contract at once.

Ky., Lexington.—S. E. Bastin, 804 Fayette National Bank Bldg.; erect \$35,000 residence, E. Main St.; 2 stories and basement; brick; Frankel-Curtis Co., Archt., Ben Ali Theater Bldg.

Ky., Prestonsburg.—Jack's Creek Coal Co.; erect 50 miners' houses, Y. M. C. A., church and school at Beaver Creek.

Ky., Ulvah.—Ulvah Coal Co.; erect 12 miners' houses.

Ky., Wheelright.—Porter Mining Co.; erect 200 miners' houses, church, school, Y. M. C. A.; also coal tippie.

La., Baton Rouge.—D. R. Weller; erect brick residence, North Boulevard; Favrot & Livaudais, Archts., Title Guarantee Bldg., New Orleans.

La., Baton Rouge.—George Gordon; erect residence, North Boulevard; Favrot & Livaudais, Archts., Title Guarantee Bldg., New Orleans.

Md., Baltimore.—H. F. Shew, 127 E. Baltimore St.; erect six 2-story dwellings, Woodland Ave. near Walcott St.; 18x24 ft.; \$18,000; construction by owner.

Md., Baltimore.—A. Meyer, 42 Gunther Bldg.; erect number of dwellings, Lauraville Park; 24x40 ft.; bungalow, type; 6 rooms, bath and pantry; cement and brick cellars; frame above; asphalt shingle roofs; pine and oak floors; \$3000 each; pipeless furnace; electric lights; I. Eckstine, Archt., 14 E. Lexington St.; construction by owner, who may be addressed.

Miss., Vicksburg.—Building Co., care Evening Post; interested in erection of apartment-house.

Mo., St. Louis.—Henry Schaumburg, 3634 Connecticut St.; preparing plans for \$12,000 residence, Gary Ave.; 2 stories and basement; 32x25 ft.

Mo., St. Louis.—R. Mederache, 4430 Arsenal St.; erect 3 residences, 4968-76 Itaska Ave.; 2 stories and basement; 25x31 ft.; \$12,000; plans and construction by owner.

N. C., Asheville.—E. K. Kaminer; erect residence and garage, Grove Park and Charlotte St.; \$23,500.

N. C., Mooresville.—Mooresville Cotton Mills; erect 50 dwellings.

N. C., Raleigh.—Josephus Daniels, Secy. of Navy, Washington, D. C.; erect residence, Glenwood.

Okla., Hominy.—Montgomery Lumber Co.; erect \$11,000 residence; 2 stories and basement; 36x40 ft.; frame; shingle roofing; Aurelius-Swanson Co., Archts., 1006 First Natl. Bank Bldg., Oklahoma City.

Okla., Tulsa.—William Bishop; erect \$30,000 residence, 2103 S. Lewis St.

Okla., Tulsa.—Blair Bros.; erect \$50,000 residence, 22d and Madison Sts.

Okla., Tulsa.—Gene Menhall; erect \$50,000 residence, 1402 S. Guthrie St.

Okla., Tulsa.—Jess Finston, Vice-President Midway Co.; erect \$70,000 residence, 2103 S. Madison St.

S. C., Spartanburg.—M. S. Christman, 157 Mills Ave.; erect three 6-room bungalows; \$5500 each; frame; fireproof composition roof; oak and pine floors. (Lately noted.)

Tex., Dallas.—Dallas Housing Co.; erect eleven 5-room cottages, Haskell and Walton Sts.; \$3000 each.

Tex., Fort Worth.—Forth Worth Building Co., 38 Petroleum Bldg.; erect about 100 dwellings, Hill-Crest, and Mistletoe Heights Additions; construction in progress; brick, brick veneer, stucco on tile; mastic-prepared shingle roofs; \$10,000 each; G. A. Smith, Archt., Petroleum Bldg.; construction by owner who may be addressed. (Lately noted.)

Tex., Fort Worth.—Porter E. Glenn; erect \$25,000 residence, 1190 Mistletoe Ave.; brick and tile; 2 stories; 10 rooms.

Tex., Plainview.—H. Slaton and Jim Carter; plan to erect number of dwellings.

Va., Petersburg.—Frank Thweatt, Bolinbrook St.; erect \$20,000 residence; 2 stories; 40x45 ft.; brick; S. Daley Craig, Archt., Lehigh Bldg.

Va., Richmond.—Isabel S. Walton; erect \$10,000 residence, Hawthorne Ave.; 2 stories and attic; frame.

W. Va., Dunbar.—Jno. B. Fleshman, Sewell Valley, W. Va.; purchased site on Frederick St.; erect dwelling.

W. Va., Wheeling.—Home Building Improvement Co.; erect 6 frame dwellings, Edgewood St., Woodlawn; \$6500 each.

### Government and State.

N. C., Raleigh.—Agricultural Building.—State Building Comsn.; erect agricultural building; fireproof; built-up and gravel roof; concrete and tile floors; heat from central heating plant; electric lights; 3 passenger and 1 freight elevators; Jas. A. Salter, State Archt.

Tex., Fort Sam Houston.—Warehouses.—Construction Quartermaster, Mexican Border Project, Camp Travis, Tex.; bids until June 26 to construct 45 warehouses; proposals to include plumbing, water, sprinkler system,

electric wiring, sewers, roads, railroads, grading, etc.; plans and specifications from Maj. E. G. Thomas, Q. M. C., Camp Travis. (See Machinery Wanted — Building Material; Plumbing; Sprinkler System; Electric Wiring; Sewers; Roads.)

Va., Hampton.—Officers' Quarters, etc.—Construction Division, Room 1-241, 7th and B Sts., Washington, D. C.; bids until June 25 to erect officers' quarters and other buildings, roads, sewers, heating plants, etc., Langley Field.

### Hospitals, Sanitariums, Etc.

Ark., Pine Bluff.—Dr. O. W. Clark; erect hospital, Cherry St. plke.

D. C., Washington.—District Commrs.; erect \$1,000,000 hospital, Massachusetts Ave. extended.

Fla., Fort Myers.—Lee County Hospital, Carl F. Roberts, Chrmn. Bldg. Comsn.; erect wing to hospital; bids opened June 12.

Ga., Brunswick.—City; defeated \$50,000 bonds to erect 18-room addition to hospital. Address The Mayor. (Lately noted.)

Mo., Nevada.—Nevada State Hospital; erect \$65,000 building; reinforced concrete and brick; fireproof; 3 stories; 60 beds; operating-rooms, laboratories, etc.

N. C., Raleigh.—Rex Hospital; erect addition; 75 beds. Address The Superintendent.

Okla., Boley.—State Board of Public Affairs, Geo. F. Clark, Chrmn., Oklahoma City; bids until June 22 to erect tuberculosis sanatoria; plans and specifications at office Peters & Jenkins, Archts., Shawnee, Okla., and office State Board of Public Affairs.

Tenn., Memphis.—Houck Memorial Committee, J. A. Fowler, Chrmn. plans to erect \$25,000 to \$35,000 building at Tri-State Hospital School for Crippled Children; C. O. Pfeil, Archt.

Tex., Fort Worth.—Physicians & Surgeons' Hospital, D. W. Odell, Trustee; erect \$300,000 building, Broadway Blvd.; 4 stories; concrete and steel; concrete foundation; Sanguinet & Staats, Archts., 1st Natl. Bank Bldg. (Lately noted.)

Tex., Hallettsville.—Dr. Paul Renger; erect 18-room hospital.

Tex., Waco.—Drs. I. E. and M. E. Colgin; remodel residence for hospital, Columbus St. near 6th; 44x114 ft.; 3 stories and basement; 25 rooms and 2 wards; Milton W. Scott & Co., Archts. (Lately noted.)

### Hotels.

Fla., Fort Pierce.—I. L. Creed; erect hotel and cafeteria; lately noted; 90x90 ft.; 3 stories; 60 rooms; brick; cement tile roof; mosaic tile, parquetry and concrete floors; interior tile; electric heaters; W. H. Carr, Archt., St. Petersburg. Address Owner. (See Machinery Wanted—Hotel and Cafeteria Equipment; Plumbing; Office Furniture; Kitchen Equipment; Refrigerators; Building Material; Cement; Hardware.)

Ky., Shelbyville.—Armstrong Hotel, M. G. Stewart, Mgr.; remodel hotel; 3 stories and basement; brick; Joseph & Joseph, Archts., Atherton Bldg., Louisville.

La., Boyce.—Bathhouse.—Hot Well Hotel Co., V. W. Williams, Prest.; erect bathhouse.

N. C., Blue Ridge.—Blue Ridge Inn; expend \$12,000 for improvements; install 12 baths, hot and cold water, terrazzo floors in lobby and dining-room.

N. C., Mocksville.—Hekel-Craig Live Stock Co., Statesville, N. C., and R. A. Neely, Mocksville; improve and refurnish Mocksville Hotel; install water and light systems, etc.

### Miscellaneous.

Fla., Jacksonville.—Home.—National Benevolent Assn. of Christian Church, J. H. Mohorter, Secy., 2955 N. Euclid Ave., St. Louis, Mo.; remodel Florida Military Academy for old folks' home; \$30,000; bids about June 10; J. H. Lynch, Archt., Dolph Bldg., St. Louis.

Ky., Pewee Valley.—Home.—Kentucky Confederate Home; remodel and erect addition; 1 and 2 stories; brick and frame; \$100,000; E. T. Hutchings, Archt., Columbia Bldg., Louisville. (Lately noted.)

S. C., Spartanburg.—Sales Stable.—Cudd & Landrum; erect \$20,000 sales stable; 50x105 ft.; brick and concrete; tar and gravel roof; reinforced concrete floors; electric lights; C. P. Tinsley, Archt. Address L. A. Justice, Supt. of Construction. (Lately noted under Stores.)

Tex., Dallas.—Clubhouse.—Dallas Country Club; erect fireproof clubhouse; community garage and repair shop; dairy; 2 golf courses.

Tex., Waco.—Home.—Home for Dependent Children; erect 2 cottages; \$38,000 each; consider plans June 16.

W. Va., Huntington.—Clubhouse.—Guyan County Club, G. D. Miller, C. L. Ritter and others; plans to incorporate with \$250,000 capital; acquire 220-acre farm and remodel farmhouse for club, erect dancing pavilion, convert garage into ladies' locker-room and servants' quarters; remodel barn for men's locker-room, showers, etc.

### Railway Stations, Sheds, Etc.

Fla., Miami.—Florida East Coast Ry. Co., E. Ben Carter, Ch. Engr., St. Augustine; erect \$90,000 freight building and offices; 1 unit 227.8x49 ft.; portion 2 stories; 54.4x40 ft.; remainder 1 story; 2d unit 160x40 ft.; 1 story; brick and concrete; both structures to have platforms 8 ft. wide on each side; construction by owner. (Previously noted.)

Tenn., Memphis.—Illinois Central R. R., F. L. Thompson, Ch. Engr., Chicago; plans to remodel and erect 2-story addition to Grand Central Station for American Rwy. Express Co.; \$250,000.

### Schools.

Ark., Lavaca.—School Board, Lavaca Special School Dist. No. 3, S. E. West, Secy.; erect building; bids opened June 19.

Ga., Claxton.—School Dist., E. O. Darsey, Secy.; voted \$30,000 bonds; erect school.

Ga., Dublin.—City defeated \$25,000 bonds to complete grammar school; call another election; G. Lloyd Preacher, Archt., Augusta. (Lately noted.)

Ga., Hilltonia.—Hilltonia School Dist. Trustees; erect brick school; \$20,000 bonds voted.

Ga., Rome.—City Comsn., Henderson Latham, Prest.; will call election on \$100,000 bonds to erect primary central school, building in Fifth Ward and addition to Fourth Ward school.

Ky., Bagdad.—County Board of Education, Mrs. Luther Hall, Shelbyville; erect \$20,000 addition to rural school; 2 stories and basement; 4 rooms; brick; Thos. J. Nolan, Archt., Courier-Journal Bldg., Louisville.

Ky., Coxton.—Koppers Co., Pittsburgh, Pa.; erect school. (See Dwellings.)

Ky., Catlettsburg.—Board of Education, B. B. Triplett, Chrmn.; erect school near Engleland Hill; bids opened June 21; plans at office Mr. Triplett. (Lately noted.)

Ky., Prestonsburg.—Jack's Creek Coal Co.; erect school. (See Dwellings.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Ky., Wheelright.—Porter Mining Co.; erect school. (See Dwellings.)

Mo., Rockville.—Montgomery County Board of Education, Edwin W. Broome, Supt.; erect school; \$64,000 bonds authorized. (Previously noted.)

Miss., Looxahoma.—Looxahoma Consolidated School Dist. Trustees; erect building; bids opened June 15; plans and specifications at office N. W. Overstreet, Archt., Jackson, Miss. (Lately noted.)

Miss., Thyatria.—Thyatria Consolidated School Dist. Trustees; erect building; bids opened June 15; plans and specifications at office N. W. Overstreet, Archt., Jackson, Miss. (Lately noted.)

Mo., Parkville.—Park College; erect science hall; 2 stories; reinforced concrete, steel and brick; reinforced concrete floors; concrete foundation; \$110,000; J. H. Felt & Co., Archts., Grand Avenue Temple, Kansas City. (Lately noted.)

N. C., Concord.—Jackson Training School; plans to erect dormitory; \$22,000.

Okla., Ada.—Board of Education, Mabel Brownell, Clk.; erect \$60,000 building; 2 stories and basement; 61x89 ft.; brick and concrete; fireproof; Jewel Hicks, Archt., 19½ W. Main St., Oklahoma City. Contract let about July 1. Address owner. (Lately noted.)

Okla., Miami.—State Board of Public Affairs, H. V. Bird, Secy., State Capitol, Oklahoma City; erect \$100,000 building at School of Mines; main wing 50x50 ft.; 2 stories; 23x57-ft. wing at each end; 1 story; brick, stone and reinforced concrete; fireproof; gravel roof; bids until June 22; Hawk & Parr, Archts., Magnolia Bldg., Oklahoma City. (Lately noted.)

Okla., Norman.—State Board of Public Affairs, Geo. F. Clark, Chrmn., Oklahoma City; bids until June 22 to remodel library building at University of Oklahoma; plans and specifications at office Layton, Smith & Forgyth, Archts., Oklahoma City, and State Board of Public Affairs.

S. C., Awensdow.—School Trustees, E. A. White, Chrmn.; bids until June 21; erect 1-story 4-room frame school; Benson & Barbot, Archts.; plans and specifications with H. H. McCauley, Supt. of Education, both Charleston.

S. C., Chester.—School Dist. No. 1, T. H. White, Chrmn. Board of Trustees; improve schools; \$50,000 bonds voted. (Lately noted.)

Tenn., Mountain City.—Building Comsn., Johnson County High School Board, F. C. Donthery, Secy.; bids until June 21 to erect \$15,000 building; 70x48 ft.; brick; wood floors; steam heat; plans and specifications at office C. B. Kearfott, Archt., Bristol, Tenn.; Unaka National Bank, Johnson City, Tenn.; Holston National Bank, Elizabethton, Tenn.; office County Supt., Mountain City. (Lately noted.)

Tenn., Union City.—Obion County Board of Education, B. A. Vaughn, Supt.; erect buildings for Hampton-New Fremont-Kedron, Corum-Lucknow-Oakdale and Hauser Valley-Maple Grove-Beech Consolidated School Districts.

Tex., Falfurrias.—Church of Brethren, A. Rupp, Flowella, Tex.; interested; erect Industrial School for Mexican orphans; fireproof; hollow fireproof tile; accommodate 50 children; electric lights.

Tex., Fort Worth.—Southwestern Baptist Theological Seminary; erect 10 to 20 dwellings; 6 rooms and bath; \$5000 each.

Tex., Kingsville.—Texas-Mexican Industrial Institute; erect 2 dormitories; accommodate 200; \$75,000 to \$100,000.

Tex., Pharr.—Trustees Odell Kelly School, J. C. Kelly and others; erect building; Mr. Slaughter, Archt., San Juan.

Tex., Slaton.—Board of Education; erect ward school; plans to issue bonds.

Tex., Stephenville.—Board of Education; erect \$100,000 high school.

Va., Danville.—Danville Military Institute, Col. Robt. A. Burton, Supt.; remodel main building; construct shower baths; enlarge gymnasium, etc.

Va., Isle of Wight.—Board of Education, R. Lee Seward, Chrmn. Bldg. Comm.; erect school; 1 story; 12 rooms and auditorium; frame and stucco; tin roof; hot-air heat; Rosell Edw. Mitchell & Co., Archts., Norfolk. Owner receiving bids. (Previously noted.)

W. Va., Chattaroy.—Lee School Dist.; voted \$100,000 bonds for high school. Address County Board of Education, Williamson, W. Va.

## Stores.

Ala., Gadsden.—Pelham Sitz & Co.; erect brick building, Chestnut St.; 50x125 ft.; also warehouse.

Ala., Tuscaloosa.—J. S. Conner, 7th St.; erect grocery store.

Ark., Little Rock.—Paige Co.; remodel building, 3rd and Scott Sts.; \$10,000.

Fla., Jacksonville.—E. H. Bacon, Prest. Bacon-Ryersen Co.; erect brick building; 50x50 ft.

Fla., Miami.—W. M. Burdine Sons Co.; erect \$500,000 store and office building, Ave. D and 13th St.; 120x240 ft.; 5 stories; fireproof; reinforced concrete; slag roof; concrete and wood floors; 2 passenger electric elevators and 1 electric freight elevator; day labor. Address Henry La Pointe, Archt., 212½ 12th St. (Lately noted.)

Fla., Miami.—Claude C. Matlock, 211 12th St.; erect building for stores, apartments and studio, Miami Beach; 46x117 ft.; 3 stories; concrete frame; slag roof; wood floors; \$50,000; day labor. Address Henry La Pointe, Archt., 212½ 12th St.

Ga., Griffin.—J. P. Nichols, Jr.; erect brick business building.

Ky., Paintsville.—Fred Howes; erect \$20,000 store and office building; 2 stories and basement; 43x73 ft.; brick; Jno. W. Columbus, Archt.

La., Crowley.—W. T. Culpepper; erect 2-story brick business building; 25x80 ft.; \$18,000.

La., Rayne.—M. Kahn; erect 2-story brick store; \$12,000.

Mo., Kansas City.—Mrs. Woods and Mrs. Campbell, care J. G. Bracklein, Archt., Victor Bldg.; erect 3-story-and-basement building, 2205-09 Grand Ave.; brick; stone trim; composition roof; steam heat; electric wiring; yellow pine floors; metal and plate-glass store fronts.

Mo., Springfield.—W. T. Kennedy; erect 2-story brick and concrete building, Jefferson St.; H. W. Mann, contractor for foundation; W. E. Foley, Archt.

Mo., St. Louis.—Feltman & Curme Shoe Co.; erect 4-story building, 6th and St. Charles Sts.

Mo., Kansas City.—Geo. Bowling & Son, Sharp Bldg.; erect \$100,000 store and warehouse, 20th and Wyandotte Sts.; 3 stories and basement; 150x150 ft.; J. G. Bracklein, Archt., Victor Bldg.; construction by owner.

N. C., Spring Hope.—Geo. A. Whales; rebuild lately noted burned jewelry store; 23x22.4 ft.; fireproof; concrete and tile floor; hollow fireproof tile; vaults and vault lights; ventilators; steel sash and trim; bids invited.

N. C., Burlington.—Central Loan & Trust Co., W. W. Brown, Mgr.; erect building, Main St.

Okla., Tulsa.—Chas. Page; erect 3-story addition to building, E. Archer St.; \$10,000.

S. C., Walterboro.—J. M. Witsell; erect brick store; 60x60 ft.; tin roof; pine floors; R. L. Heirs, Contr. (Lately noted.)

Tenn., Memphis.—B. G. Lee; erect \$10,000 brick store and flat, 340 Madison Ave.

Tex., Dallas.—McMillan Co.; erect 2-story brick and concrete building, Cabell and Harwood Sts.; \$35,000.

Tex., Dallas.—Sam Labello; erect \$50,000 store and apartment building, Elm St. and Haskell Ave.; 2 stories; brick; 4 stores; four 6-room apartments.

Tex., Dallas.—A. A. Jackson; expend \$15,000 to remodel building, 2114-18 Main St.

Tex., Electra.—McDavid Bros.; erect brick building, Cross St.

## Theaters.

D. C., Washington.—Dudley-Murray United Theater Corp., S. H. Dudley, Prest.; erect theater, 1333-41 U St.

Ga., Newnan.—Alamo Investment Co., A. Samuels, Prest.; erect \$50,000 theater; seating capacity 1500.

Ky., Glomawr.—Reliance Coal & Coke Co., Irvin Davis, Secy.; erect moving-picture theater and Y. M. C. A. building; 1 story; theater, 27x65 ft.; Y. M. C. A., 30x60 ft.; frame; receiving bids.

Ky., Lexington.—Phoenix Amusement Co., C. D. Hill, Mgr. Strand Theater; remodel opera-house; 3 stories and basement; brick; C. B. Young, Archt., 225 W. Short St. (Previously noted.)

Ky., Lynch.—T. G. Wright and others; erect \$50,000 theater, Main St.; contract in 10 days.

Tex., Amarillo.—J. Levy; reported to erect \$240,000 theater; 90x140 ft.

## Warehouses.

Ga., Newnan.—Coweta County Chamber of Commerce; interested in erection bonded warehouse.

La., Eunice.—F. J. Nacol; erect automobile accessory warehouse.

La., Rayne.—Interstate Rice Mill Co.; expend \$12,000 to remodel building for warehouse; capacity 50,000 bags of rice.

N. C., Charlotte.—Standard Bonded Warehouse Co. chartered; \$1,000,000 capital; Walter Lambeth and others.

Okla., Bradley.—Bradley Elevator & Warehouse Co., B. W. English, Prest.; erect warehouse; 50x150 ft.; sheet iron; bids opened within 60 days.

S. C., Florence.—American Ry. Express Co., J. F. Graham, Agt.; erect transfer and receiving warehouse; 110x75 ft.; brick; concrete and wood floors; \$20,000.

S. C., Gaffney.—S. C. Stribling; interested in promoting erection community warehouses.

Tex., Dallas.—Bennett Co.; erect \$35,000 warehouse; 3122-28 Oak St.; brick and steel; 1 story.

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## BUILDING CONTRACTS AWARDED

### Apartment-Houses.

Ala., Talladega.—L. W. Clardy; erect brick building, North St.; 2 six-room apartments; 26x90 ft.; tin roof; wood floors; electric lights; \$8400 without mechanical equipment; H. D. Breeding, Contr. Address owner. (See Machinery Wanted—Boiler; Sash and Doors.)

Ky., Lexington.—C. S. Kelly, 22 City Market; erect \$18,000 apartment-house; 2 stories and basement; 2 suites of 7 rooms; brick; asbestos shingle roof; oak and pine floors; 2 furnaces; electric lights; Jno. V. Moore, Archt., McClelland Bldg.; R. S. Webb, Jr., Contr., 225 E. Maxwell St.

Ga., Augusta.—J. E. Lyons; erect \$10,000 apartment-house, 1000 block Telfair St.; 2 stories; frame; G. Lloyd Preacher, Archt.; Mackle Constr. Co., Contr.

Ga., Savannah.—G. M. Williams & Co.; erect \$35,000 apartment-house; 60x90 ft.; 2 stories; frame; tin roof; wood floors; gas-steam radiators; Levy & Clarke, Archts., 16 E. Bryan St.; all contracts let. (Lately noted.)

### Bank and Office.

Ala., Andalusia.—First National Bank; erect 7-story bank and office building; contract let.

D. C., Washington.—Standard Savings Bank, A. S. Gardiner, Prest.; erect 4-story building, 9th St. and New York Ave.; safe-deposit vault to contain 5000 boxes; Pierson & Wilson, Archts., Washington Loan & Trust Bldg.; A. L. Smith Co., Contr., Woodward Bldg. (Lately noted.)

D. C., Washington.—Standard Savings Bank, A. S. Gardiner, Prest.; remodel brick building, reface with limestone, 9th St. and New York Ave.; \$61,000; 4 stories and basement; 48x70 ft.; slate and tin roof; marble, tile, cork tile concrete and hardwood floors; metal ceilings; safes, interior tile; metal doors; vaults; wire glass; steam heat; \$3000; Pierson & Wilson, Archts., Washington Loan and Trust Bldg.; A. L. Smith Co., Contr., Woodward Bldg.; Mosler Safe Co., Contr., for vaults, Hamilton, O.; Thos. A. Bright, Contr. for banking fixtures, Dist. Natl. Bank Bldg., Washington. (Lately noted.)

Fla., Homestead.—Bank of Homestead; improve building; 30x60 ft.; concrete; hollow fireproof tile; interior tile; built up composition roof; tile and hardwood floors; metal doors and ceilings; plaster board; ornamental terra-cotta; vaults; steel sash and trim; \$8000 without mechanical equipment; Mark & Sheftall, Archts., Jacksonville; Frank L. Webster, Contr., Homestead. Address W. M. Bradley, Cash., Bank of Homestead.

Md., Baltimore.—Bailey Building Co., 202 N. Calvert St.; erect \$1,500,000 office building, Calvert, Lexington and Davis Sts.; 25 stories; 75x100 ft.; steel and concrete; concrete floors; 2 swimming pools; 10 electric, high-speed elevators, \$110,000; oil and coal heating plant, \$60,000; Edw. H. Glidden, Archt., American Bldg.; Norton, Bird & Whitman, Contrs., Munsey Bldg. (Lately noted.)

W. Va., Wheeling.—Wheeling Steel & Iron Co.; expend \$25,000 for improvements to office building, 16th and Main Sts.; R. R. Kitchen, Contr.

### Courthouses.

Ga., Augusta.—Richmond County Commissioners; repair courthouse; \$18,700; G. Lloyd Preacher, Archt.; Sibert & Robinson, Contrs. (Lately noted.)

### Dwellings.

D. C., Washington.—Lawrence C. Phipps; remodel residence, Woodley Lane and Cathedral Ave.; \$25,000; 2½ stories and basement; Waddy B. Wood, Archt., 816 Connecticut Ave.; D. E. Nichol, Contr., Continental Trust Bldg. (Lately noted.)

Fla., Miami.—Webb Jay, Chicago; erect \$30,000 residence; 46x65 ft.; 2 stories; tile walls; slag and tile roof; wood floors; Delco lighting system; pumping plant; Chas. L. Craig, Contr., 1214 Ave. C. Address Henry La Pointe, Archt., 212½ 12th St., Miami.

Ga., Rome.—Dr. J. T. McCall; erect \$10,000 residence; 40x62 ft.; English type; brick veneer, stucco and panel work; 8-room floor plan; 4 rooms in basement; composition shingle roof; hardwood, concrete and pine floors; hot-air heat, \$500; electric lights; interior tile; Lockwood & Poundstone, Archts., Forsyth Bldg., Atlanta; T. B. Broach, Contr., Rome. (Lately noted.)

Okla., Muskogee.—Chas. A. Moorer, 516 S. 14th St.; erect \$10,000 residence; 2 stories; frame; composition shingle roof; oak floors; W. W. Lee, Contr. Address Owner. (See Machinery Wanted—Flooring.)

Okla., Oklahoma City.—Mr. Bowers, Oklahoma Planning Mill Co.; erect \$12,500 residence; 2 stories and basement; 28x32 ft.; frame; shingle roof; hardwood floors; hot-air heat; G. A. Nichols, Inc., Archt.-Contr., 301 Southwest Natl. Bank Bldg.

Va., Norfolk.—Standard Oil Co., Dickson Bldg.; erect 11 two-story residences, Sewell's Point; \$60,000; 32x45 ft.; B. F. Mitchell, Archt., Seaboard Bldg.; Logan McCloud, Contr., 1701 Colley Ave. (Lately noted.)

Va., Petersburg.—Sidney Green; erect \$12,000 residence, Walnut Hill; 2 stories; 26x50 ft.; Cooper Lal, Archt.; D. P. Bass, Contr.; both Law Bldg. (Lately noted.)

### Government and State.

Ga., Columbus—Barracks, etc.—Construction Div., War Dept., 7th and B Sts. S. W., Washington, D. C.; erect 13 barracks, 10 student officers' quarters, 26 buildings for non-commissioned officers, filtration plant and pumping station, Camp Benning; \$200,000; frame; ready roofing; yellow pine floors. Selden-Breck Constr. Co., Contr., Fullerton Bldg., St. Louis. (Lately noted.)

Md., Bell Station—Greenhouses.—Department of Agriculture, Washington, D. C.; erect 4 greenhouses, etc., in connection with Plant Detention Station; American Green House Constr. Co., Contr., Chicago. (Previously noted.)

### Hospitals, Sanitariums, Etc.

Ga., Athens.—Athens General Hospital, Thos. Michael, Prest.; erect \$130,000 hospital; 72 beds; fireproof; concrete; concrete and brick; slate roof; terrazzo floors; heating, lighting, sidewalks and elevators not let; J. W. Barnett, Archt., Athens; Foundation Co., Contr., Atlanta. (Previously noted.)

### Miscellaneous.

D. C., Washington.—Science Hall.—National Research Council, Dr. Chas. D. Walcott, Prest., 16th and L Sts. N. W.; erect \$1,400,000 science hall and office building, 22d and B Sts. N. W.; fireproof; stone; 2 stories; Betram C. Goodhue, Archt., 2 W. 47th St., New York. (Lately noted.)

Tenn., Memphis—Restaurant and Hotel.—Vaccaro Cafe; erect \$17,000 building, 12 N. Dunlap St., for restaurant and hotel; 80x36 ft.; 2 stories; enameled and common brick; tar and gravel roof; tile, wood and concrete floors; gas steam heat; electric lights; D. D. Thomas & Son, Contrs. Address Mann & Gatling, Archts., 614-18 Seimitar Bldg. (See Machinery Wanted—Cafe Equipment; Soda Fountain; Tables; Booths; Ranges; Refrigerators.)

Va., Richmond—Clubhouse.—Virginia Boat Club; alter and erect addition to clubhouse, foot 11th Ave.; \$10,000; 20x40 ft.; frame; tin roof; wood floors; electric lights; Carneal & Johnston, Archts., Chamber of Commerce Bldg.; Allport Constr. Co., Contr., Mutual Bldg. (Lately noted.)

### Railway Stations, Sheds, Etc.

Tex., Dublin.—Missouri, Kansas & Texas R. R., Railway Exchange Bldg., St. Louis, Mo.; erect \$16,000 depot; 1 story; 178x23 ft.; frame; A. L. Sparks, Archt., care owner; H. C. McCoy, Contr., Cleburne, Tex. (Lately noted.)

### Schools.

Ala., Birmingham.—Jefferson County Board of Education, Dr. N. R. Baker, Supt.; erect \$22,800 school at Huffman; a \$24,474 school at New Castle; both structures 5 rooms; tile; D. O. Whilldin, Archt., Title Guarantee Bldg.; Inglenook Construction Co., Contr. (Previously noted.)

Ky., Great Crossing.—County Board of Education, Miss M. Bradley, Supt., Georgetown, Ky.; erect addition to school and teachers' residence; 2 stories and basement; \$20,000; E. Stamler, Archt., Fayette National Bank, Lexington; J. H. Kemper, Contr., Georgetown.

Ky., Scottsville.—Board of Education, Judge Jno. H. Gilliam, Chrmn. Bldg. Com.; erect \$50,000 school; 2 stories; brick; 19 classrooms and auditorium; steam heat; electric lights; water system; composition asbestos roof; C. K. Colley, Archt., 307 4th and First Natl. Bank Bldg.; Neal Vaughan & Co., Contrs., both Nashville, Tenn.

Ky., Todds Point.—Board of Education, Mrs. L. Hall, Supt., Courthouse, Shelbyville; erect \$15,000 rural school; 1 story and basement; Joseph & Joseph, Archt., Atherton Bldg.; Buckheit Constr. Co., Contr., both Louisville.

Mo., Cape Girardeau.—Board of Education, Elizabeth Walther, Secy.; erect \$55,000 grade school; fireproof; brick; stone trim; tar and gravel roof; steam heat with mechanical ventilation; J. H. Felt & Co., Archts., Grand Avenue Temple Bldg., Kansas City, Mo.; J. W. Gerhardt & Co., Contrs., Cape Girardeau. (Lately noted.)

Mo., Carthage.—Board of Education, Mora Johnson, Secy.; erect addition to Eugene Field School; 1 story and basement; brick; wood floors; \$29,242; James Logan & Son, Contrs., Carthage; also addition to Mark Twain School; 1 story and basement; brick; wood floors; \$26,945; P. J. McNeerney, Contr., Carthage; J. H. Felt & Co., Grand Avenue Temple, Kansas City, Archts., for both structures.

Okla., Durant.—Presbyterian College, Jas. P. Ryder, Supt.; erect \$100,000 dormitory; 3 stories and basement; 95x100 ft.; brick, reinforced concrete and steel; reinforced concrete floors and foundation; Jewel Hicks, Archt., 19½ W. Main St., Oklahoma City; Manhattan Constr. Co., Contr., Muskogee. (Lately noted.)

Okla., Mangum.—Board of Education; erect

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\$120,950 school and city auditorium; 176x147 ft.; 1 and 2 stories; semi-fireproof; reinforced concrete; asphalt roof; cement and wood floors; low-pressure vacuum heat; city lights; hollow fireproof tile; rolling partitions; steel sash and trim; Hawk & Parr, Archts., Magnolia Bldg.; W. S. Bellows, Contr., 911 Herskowitz Bldg., both Oklahoma City. (Lately noted.)

S. C., Charleston.—Greater Citadel Building Committee, Jno. P. Thomas, Chrmn.; erect barracks and college buildings at Hampton Park; Lockwood, Green & Co., Archts., Atlanta; Charleston Engineering & Contracting Co., Contr., Charleston. (Previously noted.)

Tenn., Kingsport.—City, Mr. Kidd, Mgr.; erect 3 grammar schools; concrete foundation; Citizen's Supply Corp., Contr. at \$11,000 for framing for 2 structures; F. L. Holt and J. F. Boger, Contrs., for laying face and common brick.

Tex., Brownwood.—Howard Payne College; erect 2-story gymnasium and 3-story auditorium; brick; brick foundations; \$30,000 and \$150,000; Moore Construction Co., Contr.

Va., Schoolfield — Firehouse. — Riverside & Dan River Cotton Mills, H. R. Fitzgerald, Pres., Danville; erect \$20,000 firehouse; 2 stories; 63x41 ft.; frame and stucco; E. R. James, Archt., First National Bank Bldg., Danville; J. A. Jones, Contr., Charlotte, N. C. (Lately noted.)

Tex., Taylor.—Board of Education; erect 2-story concrete frame school; \$56,250; Walsh & Gliesecke, Archts., Austin; J. S. Harrison & Sons, Contrs., Waco. (Lately noted.)

W. Va., Clarksburg.—Board of Education;

erect addition to Kelly Miller School; Holmboe & Pogue, Archts.; Augotti & Sararo, Contrs. (Lately noted.)

### Stores.

D. C., Washington.—M. Brooks & Co., 1109-11 G St. N. W.; erect \$133,000 building; 40x100 ft.; 5 stories and basement; fireproof; hollow fireproof tile; hardwood and concrete floors; slag roof; metal doors; steam heat; electric elevator; drum gear; A. P. Clark, Jr., Archt., 816 14th St. N. W.; Jas. L. Parsons, Jr., Contr., Southern Bldg. (Lately noted.)

Ga., Savannah.—Stephen N. Harris; remodel 4-story building; stores on first floor; apartments above; install plumbing; Skeffington & White, Contrs.

Ky., Lexington.—Chas. H. Berryman; erect 8-story office and store building, E. Main St.; 63x120 ft.; steel, brick and concrete; terracotta trim; concrete floors; elevators; \$250,000; F. L. Smith, Archt.; Combs Lumber Co., Contr. (Previously noted.)

Mo., Kansas City.—F. H. Thwing, Finance Bldg.; remodel store, 14th St. and Baltimore Ave.; 1 story and basement; 101x147½ ft.; \$20,000; Geo. F. Green, Archt., Rialto Bldg.; Pratt-Thompson Constr. Co., Contr., Republic Bldg. (Lately noted.)

Mo., Kansas City.—Jas. Flanagan, American Bank Bldg.; erect \$30,000 store, 1915-17 Grand Ave.; 1 story and basement; 50x117 ft.; Smith, Rea & Lovitt, Archt., Finance Bldg.; Harvey Stiver, Contr., Shukert Bldg.

Mo., Kansas City.—Patent Vulcanite Roofing Co.; expend \$10,000 to remodel business

building, 12th and Crystal Sts.; Kansas City Constr. Co., Contr., Commerce Bldg.

N. C., Spring Hope.—Edwards & Griffin; erect store building to replace lately noted burned structure; walls 64 ft. long, 18 ft. high, 13 in. wide; brick; 40-lb. tin roof; W. G. Jones, Contr.

### Warehouses.

Ala., Troy. — Farmer's Co-operative Warehouse & Gin Co.; erect additional walls; install fireproof doors, skylights and Grinnell sprinkler system; P. F. Hanchey, Contr.

Ark., El Dorado.—St. Louis Compress Co.; build warehouse, 12,000 bales; J. C. Hearon, Contr., Little Rock.

D. C., Washington.—Frank Shoer, 1219 New York Ave.; erect \$15,000 storage building; 2 stories; 26x60 ft.; T. M. Medford, Archt., 1631 Third St.; J. A. Mendell, Contr., Mount Vernon Apts.

Mo., Springfield.—Myer Milling Co.; erect \$25,000 storage building, N. Boulevard; contain device for cleaning and tempering wheat; Southwestern Engineering Co., Contr.

Okla., Duncan. — Edwards Hardware Co.; erect 1-story warehouse; 25x140 ft.; L. H. Haas, Contr.

S. C., Charleston.—Middleton Compress & Warehouse Co., F. R. Baker, Supt.; erect \$48,000 cotton warehouse; 150x200 ft.; wharf additions containing firewalls and cressote piles; rubber compound roof; wood floors; wire glass; ventilators; Simons-Mayrant Co., Archt. and Contr. (Lately noted.)

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Abrasive Disks.**—J. Hod Williams, 5 N. Conception St., Mobile, Ala.—To correspond with mfrs. of abrasive surfaced disks; in large quantities.

**Air Compressor.**—Robt. G. Lassiter & Co., Norfolk, Va., and Raleigh, N. C.—Gasoline-driven portable air compressor; 1000 cu. ft. or over capacity.

**Automobile Works Equipment.**—Wharton Motors Co., 914 Main St., Dallas, Tex.—Bids until Oct. 1; automobile works equipment for \$2,500.00 plant.

**Bank Fixtures.**—Grant State Bank, J. E. Swafford, Cash.—Prices on bank fixtures.

**Bank Fixtures.**—Carthage Bank, J. L. McMillon and other directors, Carthage, Miss.—Safe, vault and bank fixtures.

**Barrel Machinery.**—St. Andrews Cooperage & Mfg. Co., St. Andrews, Fla.—Machines for following: to make twisted wire hoops and sawing wooden hoops for slack barrels, circling barrel headings from 14½ to 19½ in.

**Belt-coating Machinery.**—Huldreich Eggl, 425 Courtland St., Baltimore, Md.—Names and addresses mfrs. mchy. for impregnating cotton belts with asphaltic compound.

**Boilers, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until July 1 to furnish: Boilers; lathes; shaper; grinding, centering, woodworking, milling machines; drill and drill presses; steam hammers; screws; steel; monotype metal; brass; marble tiling; rubber tires and seals; ammonia; lye; graphite; barium sulphate; mercuric oxide; linseed oil; gas-engine oil; fish oil; turpentine; sienna yellow ochre; shellac; lampblack; white lead; zinc; zinc oxide; copper paint; tar; alcohol paint remover; paper. Blank forms and information (Circular 1376) on application to offices

of Panama Canal; Asst. Purchasing Agts. at 24 State St., New York, 606 Common St., New Orleans, San Francisco; United States Engr. offices throughout country.

**Boiler.**—L. W. Clardy, Talladega, Ala.—Boiler for heating 2-story apartment house; 26x90 ft.

**Boilers.**—Wm. J. Greene, care Dixie Rubber Co., 770 Randolph Bldg., Memphis, Tenn. Two 250 H. P. boilers.

**Boiler.**—G. F. Vaughn Tobacco Co., John J. Settlemyer, Mgr., Lexington, Ky.—Invites bids on 150 H. P. boiler for tobacco factory.

**Boilers.**—See Engines.—John G. Duncan Co.

**Boilers.**—Montezuma Mfg. Co., Montezuma, Ga.—Three 250 H. P. return-tubular or water-tube boilers, 150 lbs. working pressure.

**Booths.**—See Cafe Equipment.

**Brick.**—G. M. MacDonough, Box 252, Charlotte, N. C.: Quotations from manufacturers on common brick per thousand.

**Bridge Construction.**—Dade County Commissioners Roads and Revenues, I. H. Wheeler, Chrmn., Trenton, Ga.—Bids until July 15; bridge over State Line Creek on Chattanooga-Birmingham road; 5390 lbs. reinforcing steel; plans, etc., on file at Trenton, with State Highway Engr., Atlanta, Ga., and Seventh District Div. Engr., Rome, Ga.

**Bridge Construction.**—Monroe County Supervisors, Joe T. Morgan, Clk., Aberdeen, Miss.—Bids until July 7; 120-ft. bridge, steel span, on Aberdeen and Wren road; 60-ft. bridge, steel span, on Aberdeen and Columbus road; F. J. Russell, Civil Engr.

**Bridge Construction.**—Houston County Commrs. Roads and Revenues, Perry, Ga.—Bids until July 1; reinforced concrete bridge with perry approaches at Big Indian Creek, on Perry-Henderson road; Federal-aid Proj-

ect 160; 1152 lin. ft. hand railing; 1440 lin. ft. reinforced concrete piles; 47,001 lbs. reinforcing steel; plans, etc., on file at Perry, with E. N. Parker, Div. Engr., 302 Burch Bldg., Dublin, Ga., and W. R. Neel, State Highway Engr., 700 Walton Bldg., Atlanta, Ga.

**Building Material.**—McCardell Cotton Co., Geo. C. McCardell, 2316 Princeton St., New Orleans, La.—Plaster and shell board, hardwood floors, safes, metal and fireproof doors, rolling partitions, concrete floors, ventilators, steel and sash trim; for \$70,000 converting and reginning plant.

**Building Material.**—I. L. Creed, Fort Pierce, Fla.—Prices on cement blocks for 3-story hotel and cafeteria; 90x90 ft.

**Building Material.**—Construction Quartermaster, Mexican Border Project, Camp Travis, Tex.—Bids until June 26 to construct 45 warehouses, Fort Sam Houston, Tex.; proposals to include plumbing, water, sprinkler system, electric wiring, sewers, roads, railroads, grading, etc.; plans and specifications from Major E. G. Thomas, Q. M. C., Camp Travis.

**Building Material.**—Treasury Dept., James A. Wetmore, Act. Supervising Archt., Washington, D. C.—Bids until June 21; furnish material for: Hospital gashouse; transformer building; extend boiler-house of U. S. Public Service Hospital at Sewell's Point, Norfolk, Va., including reinforcing metal, structural tile, iron and sheet metal work, composition roofing, cork insulation, etc.; plans on file.

**Cafe Equipment.**—Mann & Gatling, 614-18 Scimitar Bldg., Memphis, Tenn.—Prices on cafe equipment, including soda fountain, booths, tables, ranges, refrigerators, etc.

**Canning Plant.**—Gulf Coast Fishing Corp.,

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



502 Thiesen Bldg., Pensacola, Fla.—Prices on canning equipment for 40x100-ft. plant.

**Cars.**—North Carolina Granite Corp., Mt. Airy, N. C.—2 automatic side-dump cars, 15 to 25 cu. yds. capacity, standard gauge, to be dumped by compressed air from pump of locomotive; use to make railroad fill.

**Cement.**—See Building Material.

**Cement.**—J. S. Jackson, New Port Richey, Fla.—Carload cement.

**Channel.**—Lake Worth Inlet Dist., C. H. Ellis, Secy., West Palm Beach, Fla.—Bids until June 16; construct channel; connect Atlantic Ocean with Lake Worth; plans with J. C. Wagen, Ch. Engr., Lake Worth, Fla.

**Cold-storage Plant.**—Gulf Coast Fishing Corp., 502 Thiesen Bldg., Pensacola, Fla.—Prices on equipment for 40x80-ft. cold-storage plant.

**Compressors.**—Milton Mica Co., Box 1421, Richmond, Va.—Prices on new or second-hand oil-burning air compressor.

**Coal.**—United States Engr. Office, Jacksonville, Fla.—Bids until July 15 to furnish: Coal for U. S. dredges operating on St. Johns River and tributary waters, Tampa and Hillsboro Bays; information on application.

**Cornmeal Mills.**—S. B. Naff, 78 S. Pryor St., Atlanta, Ga.—Names and addresses mfrs. of mills to grind cornmeal, hominy grits and other small grain products.

**Cream Whippers.**—Russell L. Long, 408 Front St., Morgantown, W. Va.—Names and addresses mfrs. cream whippers.

**Crushing Machinery.**—Superior Red Granite Co., Blair, Okla.—Second-hand crushing machinery.

**Crushing Plant.**—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—800 to 900-ton daily capacity limestone crushing plant.

**Ditch Construction.**—Lafayette County Commrs., Wells Drainage Dist., W. M. Woodward, Clk., Oxford, Miss.—Bids until June 29; construct 1¼ mi. additional laterals.

**Drainage System.**—Belzoni Drainage Commission, Belzoni, Miss.—Bids until July 7; dredge and clean out 112 mi. drainage ditches.

**Dredge.**—Contractors' Service Co., 50 Church St., New York.—Dredge with 58-ft. boom, 36-ft. dipper sticks, 85x33x7 hull, 9x12 main engine, 7x8 swinging engines; used for dredging; good operating condition; ready for shipment.

**Drills.**—J. M. Windham Copper Co., Southern Pines, N. C.—Steam drills; 1 man; second-hand preferred.

**Egg Beaters.**—Russell L. Long, 408 Front St., Morgantown, W. Va.—Names and addresses mfrs. egg beaters.

**Electrical Equipment.**—Dist. of Columbia Commrs., 509 Dist. Bldg., Washington, D. C.—Bids until July 5; electric generating set, exciter, switchboard and accessories for central power plant at D. C. institutions, Lorton, Va.; plans, etc., from Purchasing Officer, 320 District Bldg.

**Electric Wiring.**—See Building Material.

**Engine.**—John G. Duncan Co., Central and Jackson Sts., Knoxville, Tenn.—Jobbers' prices on second-hand 15 H. P. double-cylinder single-drum hoisting engine; quick shipment.

**Engine.**—Hackley Morrison Co., Richmond, Va.—Single drum belt-hoisting engine, similar to Orr & Senbower's No. 1.

**Engine.**—See Generator.

**Engines.**—John G. Duncan Co., N. E. Cor. Central and Jackson Sts., Knoxville, Tenn.—Dealer's price on 15 H. P. single-drum and double-cylinder hoisting engine, reversible

type; any other sizes and kinds of hoisting engines and locomotive type boilers from 15 H. P. to 50 H. P.

**Fertilizer Plant.**—Gulf Coast Fishing Corp., 502 Thiesen Bldg., Pensacola, Fla.—Prices on 10-ton capacity fertilizer plant.

**Filter Press.**—United Machine Works, 57 W. 3d St., New York.—Prices on new or second-hand iron filter press of washing type, 30-in. flush plates, frames not under 2 in.; 25 plates required; quotations f. o. b. cars Newark, N. J.

**Fire-alarm Apparatus.**—Commrs.' Office, Room 509 District Bldg., Washington, D. C.—Bids until June 22 to furnish fire-alarm apparatus; plans with Purchasing Officer, Room 320 District Bldg.

**Flooring.**—Chas. A. Moorer, 516 S. 14th St., Muskogee, Okla.—Prices on 2000-ft. ¾ flooring, both red and white oak.

**Generator.**—Wm. J. Greene, care Dixie Rubber Co., 770 Randolph Bldg., Memphis, Tenn.—500 K. W. generator.

**Generator.**—B. Cassell & Co., 145 Cowart St., Chattanooga, Tenn.—Data and prices on 7½ K. W. turbine-generator; 250 volts, D. C., 95 lbs. steam pressure, with switchboard panel; new or second-hand.

**Generator.**—Charles L. Hills, National Bank Bldg., Wheeling, W. Va.—200 to 250 K. W. 250-volt D. C. generator and steam engine; belted or direct connected.

**Glass Front.**—J. A. Lew, St. Augustine, Fla.—Glass front for \$20,000 store and office building; 63x70 ft.

**Grinding Machines.**—Milton Mica Co., Box 1421, Richmond, Va.—Prices on new or second-hand grinding machines.

**Hammers.**—Milton Mica Co., Box 1421, Richmond, Va.—Prices on new or second-hand jack hammers.

**Hammer.**—A. DeBogery, Propr. Vulcan Welding & Machine Co., 1214 10th St., Miami, Fla.—Prices on steam hammer.

**Hardware.**—I. L. Creed, Fort Pierce, Fla.—Prices on hardware for hotel.

**Heading Machinery.**—M. H. Jones, Asst. Cash. First National Bank, Elizabeth City, N. C.—Names and addresses mfrs. and jobbers of heading mch. and equipment.

**Heater.**—North Carolina Granite Corp., Mt. Airy, N. C.—Second-hand open-type water heater; for 600 to 700 H. P. of boilers.

**Heaters.**—G. F. Vaughn Tobacco Co., John J. Settemayer, Mgr., Lexington, Ky.—Invites bids on heaters for tobacco factory.

**Holsts.**—Milton Mica Co., Box 1421 Richmond, Va.—Prices on new or second-hand holsts.

**Hose (Rubber).**—Mississippi River Commission, 1st and 2d Dists., Custom-house, Memphis, Tenn.—Bids until July 8 to furnish rubber hose; information on application.

**Hoisting Drums.**—J. M. Windham Copper Co., Southern Pines, N. C.—Small hoisting drum; second-hand preferred.

**Hooks.**—Allen Picking Bag Co., Orlando, Fla.—Large quantity or 3 or 3½-in. back-band hooks.

**Hotel and Cafeteria Equipment.**—I. L. Creed, Fort Pierce, Fla.—Prices on bathroom fixtures; white enamel beds, single and double; mattresses; springs; dressers, dressing tables and chiffoniers; bedroom rockers; rugs for lobby; office desk; dining-room tables and chairs; refrigerators; pantry oven; dish-washing machine; coffee urn; ice-cream cabinet; chinaware.

**Hubs and Rims.**—Dalby, Nottingham Co., Llewellyn and 21st St., Norfolk, Va.—Wagon hubs and rims for custom work.

**Ice Plant.**—Gulf Coast Fishing Corp., 502

Thiesen Bldg., Pensacola, Fla.—Prices on 50-ton capacity ice plant.

**Kitchen Equipment.**—See Hotel and Cafeteria Equipment.

**Lathe.**—Blackstone Machine Works, Roy Naugle, Propr., Blackstone, Va.—New or second-hand iron turning lathe; 20-in. swing, 12-ft. bed.

**Lamps (Electric Incandescent).**—Board of Commrs., Wm. A. Kernaghan, Acting Pres., 200 Court Bldg., New Orleans, La.—Bids until June 22; furnish incandescent lights; 25 watts 120 voltage, 40 watts 120 voltage; both Mazda B, clear; 75 watts 120 voltage 100 watts 120 voltage, 200 watts 120 voltage; all Mazda C, clear; plans, etc., on file.

**Lathe.**—A. DeBogery, Propr. Vulcan Welding & Machine Co., 1214 10th St., Miami, Fla.—Prices on 20-in. by 12-ft. bed lathe.

**Laundry Machinery.**—Utilities Officer, Ward No. 1, Walter Reed U. S. Army General Hospital, Kakoma Park, D. C.—Bids until June 26; install laundry mch.

**Locomotives.**—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—Several second-hand modern standard-gauge passenger type locomotives, 17 or 18x24 in., weight about 50 tons, driving-wheel centers 56 to 60 in. diameter.

**Lumber.**—City Cotton Mills Co., Theo. A. Newby, Secy.-Treas., Newton, N. C.—Four sides dressed lumber and flooring grooved for splines; 60 pieces 14x12, 25 ft. long; 83 pieces 12x12, 12 ft. long; 23 pieces 12x10, 25 ft. long; 46 pieces 12x10, 27 ft. long; 58 pieces 8x8, 12 ft. long; 46 pieces 8x8, 14 ft. long; flooring—49,000 ft. 3x6 and 3x8, 8 and 16 ft. long; 45,000 ft. 2x6 and 2x8, 8 and 16 ft. long; 4000 ft. 2x6 and 2x8, 10 ft. long; all for 5000-spindle mill.

**Metal Holder.**—Beasley Motor Co., Reidsville, Ga.—Names and addresses mfrs. of metal ladle holders.

**Mining Machinery, etc.**—A. C. Muschold, Berlin, S. W., Germany.—To represent mfrs. and exporters of mining mch., electrical supplies, motors, etc.

**Motors.**—Rampus Stone Co., Mascot, Tenn.—100 H. P., 75 H. P. and 20 or 25 H. P. motors; each 3-phase, 60-cycle, 2300-volt.

**Motors.**—A. DeBogery, Propr. Vulcan Welding & Machine Co., 1214 10th St., Miami, Fla.—Prices on electric motors.

**Ochre.**—Columbia Crushed Stone Co., Drake Bldg., Easton, Pa.—Yellow ochre; raw material containing not less than 70 per cent iron oxide; state price per gross ton delivered Easton.

**Office Furniture.**—See Hotel and Cafeteria Equipment.

**Paving.**—Town, W. A. Stocks, Mayor, Baldwin, Miss.—Invite bids for 4 mi. streets in residence section.

**Paving.**—City, W. A. Manning, Clk., Ashland, Ky.—Bids until June 21; changed date from June 7; pave and curb with vitrified brick Winchester Ave.; plans, etc., with City Engr.

**Paving.**—City, G. B. Shepard, Director of Finance, St. Petersburg, Fla.—Bids until June 21; cement sidewalks; plans, etc., on file.

**Paving.**—City of Danville, Ky.—Bids until June 24; 33,000 sq. yds. street; sheet asphalt, bitulithic, bitoslag, willite on 5 or 6-in. base or two course concrete; 5000 ft. sewers; plans, etc., on file at Danville, and with S. F. Crecelius, Civil Engr., Richmond, Ky.

**Paving.**—Board of Aldermen, W. L. Jordan, Clk., Lexington, Miss.—Bids until July 6; improve and pave town square and Yazoo St.; combination curb and gutter, etc.; plans,

etc., with John M. Harbert Engineering Co., Engr., Indianapolis, Miss.

**Pipes, etc.**—G. F. Vaughn Tobacco Co., John J. Settlemyer, Mgr., Lexington, Ky.—Invites bids on double-strength pipe and valves for tobacco factory.

**Plumbing.**—See Hotel and Cafeteria Equipment.

**Plumbing.**—See Building Material.

**Power Plant.**—Gulf Coast Fishing Corp., 502 Thiesen Bldg., Pensacola, Fla.—Prices on power plant to operate following departments: 10-ton fertilizer plant, 10x100-ft. canning plant, 50-ton capacity ice plant, 40x80-ft. cold-storage plant.

**Pumping Machinery.**—Board of Comms., Nashville, Tenn.—Bids until June 30 to design, construct and erect 20,000,000-gal. turbine-driven centrifugal or steam actuated equivalent condensing high service pump engine, two 20,000,000-gal. low service centrifugal pumps, engine or otherwise driven; plans with Chester & Fleming, Engrs., Union Bank Bldg., Pittsburgh, Pa.

**Press, etc. (Hydraulic).**—G. F. Vaughn Tobacco Co., John J. Settlemyer, Mgr., Lexington, Ky.—Invites bids on hydraulic press and lifts for tobacco factory.

**Presses and Dies.**—Milton Mica Co., Box 1421, Richmond, Va.—Prices on new or second-hand presses and dies for cutting mica.

**Ranges.**—See Cafe Equipment.

**Refrigerators.**—See Cafe Equipment.

**Refrigerators.**—See Hotel and Cafeteria Equipment.

**Reservoirs.**—Town of Daytona Beach, Fla., R. L. Selden, Clk.—Bids until July 5; three 40x20-ft. reservoirs; Geo. A. Main, Engr., 14 Baker St., Daytona, Fla.

**Road Construction.**—North Carolina State Highway Comn., Div. Office, Greensboro, N. C.—Bids until June 22; 12.22 mi. State Highway in Forsyth County; Federal-aid Project 111; 30,031 cu. yds. topsoil surfacing; plans, etc., with Div. Engr., Greensboro; W. S. Fallis, State Highway Engr., Raleigh, N. C.

**Road Construction.**—Tarrant County, W. E. Yancy, Auditor, Fort Worth, Tex.—Bids until July 1; 5.857 mi. reinforced concrete pavement on State Highway 1; bridges and culverts; plans, etc., with Consol. Engr., Courthouse, Fort Worth, and State Highway Dept., State Office Bldg., Austin, Tex.

**Road Construction.**—State Highway Board, Jefferson City, Mo.—Bids until June 28; 7.94 mi. State road, Project 39, including grading, culverts and bridges; plans, etc., County Clk. and State Highway Dept., Alexander W. Graham, Engr., Jefferson City, Mo.

**Road Construction.**—Potter County Commissioners, R. C. Johnson, Judge, Amarillo, Tex.—Bids until June 15; 5.25 mi. Highway 33; 5.25 mi. Highway 13; plans, etc., with Nagle-Witt-Rollins Engineering Co., Engr., Amarillo, and Dallas, Tex.

**Road Construction.**—Pickens County, M. S. Long, Ordinary, Jasper, Ga.—Bids until July 2; 7.94 mi. road; Federal-aid Project 119; 36,873.9 cu. yds. excavation; 12,420.4 cu. yds. broken stone; surf; plans, etc., on file at Jasper, with H. W. Morgan, Div. Engr., 404 Jackson Bldg., Gainesville, and W. R. Neel, State Highway Engr., 700 Walton Bldg., Atlanta, Ga.

**Roads.**—See Building Material.

**Roofing, etc.**—Taylor Lumber Co., Rutherfordton, N. C.—Several hundred squares sheet-iron roofing and siding.

**Rope.**—Mississippi River Comsn., First and Second Dists., Custom-house, Memphis, Tenn.—Bids until July 1 to furnish 70,000 lbs. manila rope.

**Rubber Mill Equipment.**—Wm. J. Greene, care Dixie Rubber Co., 770 Randolph Bldg., Memphis, Tenn.—Rubber mill equipment for plant, daily capacity 500 automobile tires.

**Safe.**—See Bank Fixtures.

**Safe.**—E. A. Perry, Hamilton, Tex.—Safe for bank building.

**Sash and Doors.**—L. W. Clardy, Talladega, Ala.—Sash and doors for 2-story apartment; 26x90 ft.

**Saw.**—Farrar Lumber Co., Dalton, Ga.—Lowest cash price on heavy 24-in. circular saw; late model; second-hand, good condition.

**Saws (Stave).**—M. H. Jones, Asst. Cash. First National Bank, Elizabeth City, N. C.—Names and addresses mfrs. or jobbers of stave saws.

**Sewer Construction.**—City of Tulsa, Okla., Mrs. Frank Seaman, City Auditor.—Bids until June 21; construct sanitary sewer, including laterals, connections, etc., in Dist. No. 188 and 170; plans, etc., from City Engr.

**Sewers.**—City of Gastonia, R. G. Cherry, Mayor.—Bids until June 22; improve sewer system; 10 mi. 8 to 15-in. sanitary sewers; activated sludge sewage-purification plant; plans, etc., from Wm. M. Platt, Engr., Durham, N. C. (Lately noted bids until June 8.)

**Sewers.**—City of Danville, Ky.—Bids until June 24; construct 5,000 ft. sewers; plans, etc., from S. F. Crecellius, Civil Engr., Richmond, Ky.

**Sewers.**—City of Alpine, Tex., B. F. Berkeley, Mayor.—Bids until June 22; construct sewer system; 12,500 ft. 6 to 12-in. pipe sewers; 36 manholes; small sedimentation tank; plans, etc., from Bartlett & Ranney, Inc., Engrs., 524 Moore Bldg., San Antonio, Tex.

**Scales.**—G. F. Vaughn Tobacco Co., John J. Settlemyer, Mgr., Lexington, Ky.—Invites bids on scales for tobacco factory.

**Sewers.**—See Building Material.

**Sewers.**—Farmersville Sewer Co., W. A. Canon, Secy., Farmersville, Tex.—Bids until June 14; construct 40,000 ft. sanitary sewers; 2 sewage-disposal plants; plans, etc., on file.

**Shaper.**—A. DeBogery, Propr. Vulcan Welding & Machine Co., 1214 10th St., Miami, Fla.—Prices on 18-in. gear shaper.

**Soda Fountain.**—See Cafe Equipment.

**Sprinkler System.**—See Building Material.

**Sprinkler Systems.**—Fearon Lumber & Veneer Co., Ironton, O.—Correspond with mfrs. or dealers in sprinkler systems.

**Steel Buildings.**—G. J. Adams, Const. Engr., 39 South St., New York.—One or more second-hand steel buildings; one story; about 75x300 ft.

**Steel.**—A. DeBogery, Propr. Vulcan Welding & Machine Co., 1214 10th St., Miami, Fla.—Prices on boiler plate and tank steel.

**Steel, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until June 24 to furnish: Steel; steel rails; bolts; rivets; washers; nuts; grommets; boat hooks; door locks; anchors; connectors; hawsing beetles; pipe fittings; port-hole glasses; cable thimbles; tubing; sealing wax; fire bricks and asphalt. Blank forms and information (Circular 1377) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 606 Common St., New Orleans; San Francisco; United States Engr. offices throughout country.

**Steel Dome.**—Dr. D. D. Roberts, Perry,

Fla.—Dome (funnel shape) pressed out of ¼-in. steel; 36 in. wide and 14 in. high; 3-in. foot and 5 or 6-in. square neck 3 in. long.

**Stack.**—R. P. Johnson, Wytheville, Va.—40 ft. of 28-in. second-hand smokestack; good condition; immediate shipment.

**Tables.**—See Cafe Equipment.

**Tanks.**—G. F. Vaughn Tobacco Co., John J. Settlemyer, Mgr., Lexington, Ky.—Invites bids on tanks for tobacco factory.

**Textiles.**—Shroff Bros., Serai Road, Karachi, India.—To represent mfrs. and exporters of cotton piece goods.

**Tile.**—G. M. MacDonough, Box 252, Charlotte, N. C.—Quotations from manufacturers of hollow tile, 2x4 in. and 6x8 in. per sq. ft. f. o. b. Charlotte.

**Trailers.**—Board of Purchase, Savannah, Ga.—Bids until June 22 to furnish: 20 or more steel dump trailers, 2-way, side-dump, drop-frame, double-end pull, ¾ to 4-yd. capacity, ball-bearing axles, etc.; plans with J. W. Motte, Purchasing Officer, City Hall.

**Truck (Electrical).**—G. F. Vaughn Tobacco Co., John J. Settlemyer, Mgr., Lexington, Ky.—Electrical truck to transport tobacco hogsheds from factory to warehouses, on a good platform, to storage-houses and then to elevate them in ricks.

**Trucks.**—Milton Mica Co., Box 1421, Richmond, Va.—Prices on new or second-hand auto trucks with dump bodies.

**Trucks.**—Board of Purchase, Savannah, Ga.—Bids until June 22 to furnish 2-ton motor truck, motor-driven windless, pneumatic tires; plans with J. W. Motte, Purchasing Officer, City Hall.

**Tube Mill.**—Charles L. Hills, National Bank Bldg., Wheeling, W. Va.—5 to 8-ft. diam. tube mill, 20 to 30 ft. long.

**Vault.**—See Bank Fixtures.

**Water-works Equipment.**—City of Reynolds, Ga., F. A. Rieks, R. H. Hinton.—Bids about June 15 to 20; construct 50,000-gal. daily capacity plant; install deep-well mch., pump, tower and tank.

**Water-works Equipment.**—Town of Daytona Beach, Fla., R. L. Selden, Clk.—Invites bids on 40 H. P. oil engine, 750 G. P. M., 40 125-ft. head centrifugal pump, 175 cu. ft. air compressor, 35 lbs. maximum pressure for 500,000-gal. daily capacity purification plant; Geo. A. Main, Engr., 14 Baker St., Daytona, Fla.

**Water-works.**—City of Gastonia, N. C., R. G. Cherry, Mayor.—Bids until June 22; improve water-works; 4½ mi. 12-in. cast-iron pipe lines, hydrants, valves; 2,000,000-gal. filtration plant; tower and tank or stand-pipe; plans, etc., from Wm. M. Platt, Engr., Durham, N. C. (Lately noted bids until June 22.)

**Welding Equipment.**—A. DeBogery, Propr. Vulcan Welding & Machine Co., 1214 10th St., Miami, Fla.—Prices on electric-welding equipment.

**Wire Hoop Machinery.**—St. Andrews Cooperation & Mfg. Co., St. Andrews, Fla.—Twisted splice wire hoop mch.

**Wire, etc.**—Mississippi River Comsn., First and Second Dists., Custom-house, Memphis, Tenn.—Bids until July 15 to furnish 790,000 lbs. galvanized wire, wire stand and staples, 30,000 wire rope clips; information on file.

**Wire Nails.**—Goudsouzian Freres, Boite Postale 689, Alexandria, Egypt.—To correspond with mfrs. of wire nails in following sizes: 1-½x4, 1-¾x4, 1-¼x4, 1-¼x3, 1-¼x2, 1-¼x1, 6x5.

## Railroad Construction

### Railways.

Ala., Ashland.—Alabama Northern R. R., 7 mi. long from Ashland to Pylton, Ala., reported bought by A. B. Cauklin, S. C. Hoge and R. L. Schuler, and may be extended to Anniston. S. C. Hoge of Ashland is V.-P. and Gen. Mgr.

Ga., Waycross.—Atlantic Coast Line, it is reported, will enlarge the Waycross yards at a cost of \$67,000. It is further stated that a number of sidetracks, costing a total of about \$250,000, will also be constructed in this region. J. E. Willoughby, Wilmington, N. C., is Ch. Engr.

N. C., Wilmington.—Carolina Beach Railway Co. has graded 4 mi. on its line from Wilmington to Carolina Beach, 13 mi. E. R. Austin has the contract.

S. C., Abbeville.—Plan to build a railroad from Abbeville to Donalds, S. C., via Due West, about 15 mi., is reported under consideration. Dr. James Wilson of Williamston, S. C., and others interested.

Tex., Edinburg.—Edinburg, Falfurrias & Gulf R. R. Co. has been chartered to build a line from Edinburg to Falfurrias, Tex., 65 mi.; capital stock \$70,000; A. Y. Baker, Chrmn. of the Board; W. R. Montgomery, Prest.; Marshall McIlhenny, 1st V.-P.; J. R. Alamia, 2d V.-P.; H. Klosner, Treas.; A. J. Ross, Secy.; H. P. Browning, Gen. Mgr.; all of Edinburg. Construction to begin soon. Gordon Boone of Corpus Christi, Tex.; John

Klosner and P. W. Barron of Edinburg also interested.

Tex., Fort Worth.—North Wichita Belt Railway Co. of Fort Worth, capital \$20,000, chartered by Abner Davis, Mrs. Abner Davis and Abner Davis, Jr.

Tex., Pharr.—International & Rio Grande Valley R. R. Co., capital \$20,000, is chartered to build a line 19 mi. long from Edinburg, county-seat of Hidalgo County, to Hidalgo, Tex., on the Mexican border, via Pharr. In connection with the line proposed from Edinburg to Falfurrias, Tex., this would give a thorough line to San Antonio. Directors: L. J. Polk, Jr., Prest.; Houston Jones, 1st V.-P.; W. E. Cage, 2d V.-P.; Van Williams, Secy.; E. L. E. Greene, Treas.; W. F. Hamner, E. L. Calhoun, Hood Hill and S. T. Melton; all of Pharr.

W. Va., Lenore.—Walton Construction Co., Bluefield, W. Va., has been awarded half of the contract to build a line about 18 mi. long for the Norfolk & Western Railway Co. from Lenore to open up coal lands on Rockhouse Fork of Pigeon Creek, the other half having been let, as previously reported, to Harry M. Waugh, also of Bluefield. L. J. Barbee of Bluefield is Prest., and Taylor Rogers of Roanoke, Va., V.-P. and Gen. Mgr. of the Walton Co.

### Street Railways.

W. Va., Clarksburg.—Monongahela Valley Traction Co. has filed application with the city seeking a franchise to build a track on Elk St. G. M. Alexander is Prest.

### Opportunity for Manufacturers.

The Minter Homes Co., Greenville, S. C., is offering to manufacturers storage for product to be distributed, having 70,000 square feet of floor space in warehouses on the main line of two railroads and with sidetracks alongside of the buildings.

### New Offices in Two States.

The Otis Elevator Co. announces that for the convenience of its patrons it has established offices at Richmond, Lynchburg, Norfolk and Roanoke, Va., and Greensboro, Charlotte and Wilmington, N. C.

### Now Have a Very Complete Line.

The Yale & Towne Manufacturing Co., Stamford, Conn., has purchased the industrial electric truck division of the C. W. Hunt Company of Staten Island, and this business will be combined with the Yale & Towne hoist department, placing it in position to furnish complete equipment to move medium and light loads either vertically or horizontally. Hunt trucks have been in successful operation for several years at railroad terminals, steamship piers, warehouses and industrial plants, and they are used altogether at the Panama Canal. The Yale chain blocks and electric hoists lift loads from 500 pounds to 20 tons, and the company is exclusive selling agent for the Brownhoist trolleys used on overhead rails for horizontal movement of loads between fixed points. The addition of electric trucks to the company's line provides means for moving loads on the ground where horizontal movement by overhead rails is impossible or undesirable. Arrangements have been completed for increased manufacturing facilities at Stamford.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### A New Business Established.

The Standard Fuel & Material Co., Inc., Chamber of Commerce Bldg., Birmingham, Ala., began business June 1 as wholesale dealers in fuel and building materials, having been recently organized with C. G. Kershaw, president; J. I. McCants, vice-president; W. D. Lewis, Jr., secretary and sales manager, and W. H. Brooks, treasurer. Messrs. McCants and Lewis have been identified with the building industry for a number of years; the former was for a long time with the old Standard Portland Cement Co. as manager of sales and traffic, and Mr. Lewis was with the same company as assistant sales and traffic manager for more than ten years. After that company was taken over by the Atlas Portland Cement Co. of New York, they decided to go into business in the South, which decision was responsible for the existence of the new company of which they are now officials. They are widely known among dealers, contractors, architects and engineers in this section. The new concern will carry complete lines.

### Factory Enlargement.

Bertsch & Co., Cambridge City, Ind., manufacturers of punching and shearing machinery, are erecting a brick, steel and concrete building, 80x100 feet, as an addition to their foundry, and which will increase their foundry capacity about 50 per cent. Among the new machinery will be a 6x10-foot pneumatic jarring machine and an electric jib crane.

### At New Address.

The Ingersoll-Rand Company of Illinois and the A. S. Cameron Steam Pump Works, Chicago branch, have changed their address and are now located at 709 Fisher Bldg., Chicago, Ill.

### Is Now With Lakewood Engineering.

W. T. Chollar has been appointed district manager of the Lakewood Engineering Co.'s New York office, to succeed George S. Hedge, who has retired from active business. Mr. Chollar's experience in the field relating to construction covers a period of nine years. First he was Western sales manager of the Atlas Portland Cement Co. in Chicago; three years later he went to the general offices of that company in New York City to organize a department for sales promotion, especially for concrete roads and pavements and industrial uses of concrete. Three years more and the advertising department was merged with the sales promotion department, and he was placed in charge of both as manager of the service department. Mr. Chollar, accordingly, brings to the Lakewood Engineering Co. sales promotion and publicity experience, coupled with a wide acquaintance.

### Assistant Sales Manager.

The Edison Storage Battery Co. of Orange, N. J., has appointed Don C. Wilson to be assistant sales manager in charge of its railroad department, with office at 23 W. 43d St. (Room 904), New York City. Mr. Wilson was formerly electrical engineer at Omaha, Neb., for the Union Pacific Railroad, and later at Savannah for the Central of Georgia Railway.

## Trade Literature.

### Proper Use of Hack Saws.

Bearing the title "Hack Saws and Their Use," a new booklet for free distribution has just been issued by the L. S. Starrett Company of Athol, Mass. The purpose of this publication is to promote the intelligent, efficient use of all makes of hack saws rather than to solely advertise those of the Starrett make, and the preface remarks that to many persons the book will be little more than a confirmation of their own theories and a repetition of facts which they have already discovered for themselves. There is, however, another and a large class of men to whom a hack saw is merely a hack saw, and it is for their instruction to increase their efficiency that the book has been prepared. When it is revealed that more hack saws are broken than worn out the need for such a publication as this becomes immediately apparent, and its comprehensive worth is fully appreciated by the workman who takes pride in his capacity and ability. It is very important to note that hack saws should not be operated faster than 50 strokes a minute; 35 to 40 strokes are even better.

### For Ready Use of Electricity.

A booklet issued by Harvey Hubbell, Inc., Bridgeport, Conn., uniquely presents interesting facts about their standard line of flush receptacles and current taps, the practical convenience of which is most attractively and convincingly set forth in a series of pictures displaying everyday use of electric appliances, such as curling irons, water heaters, toasters, electric fans, etc., not to mention washing machines, vacuum cleaners and other kitchen and household conveniences.

(Continued on Page 154)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.





## What It Costs to Move the Freight!

That's the most important factor in the selection of a motor truck. Design, materials, workmanship, construction and other "talking points" are highly important, of course—but only because they influence the ultimate cost of truck transportation.

Take long life, for example, or low operating costs, or freedom from the frequent need for repairs. They contribute directly to *low final-cost*—and therein lies their value to the truck owner.

The actual cost of truck transportation is affected but slightly by the initial

price of the truck. It depends solely upon *what it costs in the long run*. Shrewd purchasers know this, and *invest* in dependable transportation rather than *speculate* in mere haulage equipment.

We can easily satisfy an open mind that every detail of Diamond T construction has been adopted solely for its known and proven influence upon the final low cost of Diamond T transportation. Will you not give us an opportunity to supply you with information that every prospective truck owner should be familiar with?

### A Complete Line—1½ to 5 tons

*Before you buy ANY truck, you ought to know, for instance, why Hotchkiss Drive saves tires and gasoline, and adds to the life and efficiency of the truck. You ought to know why it was a part of every Class "B" Military Truck that served the U. S. Government in France. And you ought to know why so very few manufacturers have been able to adopt it. The complete story of the elusive principle of Hotchkiss Drive is interestingly related in a book we will be glad to send upon request. Just ask for "The Famous Drive that Came from a Famous Gun."*

## DIAMOND T MOTOR CAR COMPANY

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### FORST BROTHERS, INCORPORATED

#### DISTRIBUTORS FOR

Eastern Ohio  
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#### BRANCHES

PHILADELPHIA, PA.

NORFOLK, VA.

PITTSBURGH, PA.

**Hardwood Flooring Illustrated.**

Nashville Hardwood Flooring Co., E. Bartholomew, manager, 3622-28 S. Morgan St., Chicago, have issued a booklet about hardwood flooring for homes, stores and factories which answers before they are asked a good many questions that arise in the minds of prospective buyers when they endeavor to decide upon the right kind of floor for their particular use. The colors of the different woods are displayed so readers can see the appearance of the product as it will look when finished. The book also includes suggestions as to the treatment and care of hardwood floors.

**Two Superior Bulletins.**

Viele, Blackwell & Buck, exporters, importers, engineers and contractors, 49 Wall St., New York City, have issued two seasonable bulletins, Nos. 8 and 9, referring respectively to "Tin and Terne Plate" and "Hydro-Electric and Steam Power Plants." The preface to the first says it is published to give foreign traders full particulars on a commodity which, due to its many classifications in sizes, grades, packings, price extras and differentials, has oftentimes been the subject of misunderstandings. The second of these publications presents photographic reproductions of pictures displaying some of the engineering and construction work carried out by the corporation of Viele, Blackwell & Buck, or by its officers individually. The illustrations in both bulletins are fine and clear, while the descriptive matter is entertaining and instructive.

**High-Power Planer.**

The new Ryerson-Conradson high power, multispeed planing machine, which has just been completed for production, is finely described and pictured in Bulletin 2101, issued by Joseph T. Ryerson & Son, Corn Exchange Bank Bldg., Chicago, who announce the receipt of the first shipment of these planers now ready for the trade. This planer includes many special features of design, construction and operation. The illustrations in the bulletin are of a very superior character, and the descriptions accompanying them are full and complete.

**Concrete Construction.**

"Turner for Concrete" is the name of a folder issued by the Turner Construction Co., 244 Madison Ave., New York City, showing in a group the important buildings which the company erected last year. During the year the company erected 75 industrial buildings and 25 concrete homes for working men, besides 20 miscellaneous structures of concrete for oil refineries. Of the 75 factories and warehouses built, 62 were five stories or less in height, and the average floor area per building was 62,046 square feet; in other words, the majority of the work done by the company is on buildings of average size, yet at various times it has executed 19 jobs each in excess of \$1,000,000. Standardization of operation, developed from experience of erecting 617 reinforced concrete industrial buildings since 1902, has resulted in economy in both time and cost.

**Book Reviews.**

**THE INDUSTRIAL REPUBLIC.** By Paul W. Litchfield. Boston and New York. The Houghton-Mifflin Company. 1920. Pp. 95. \$1

The author of this study in industrial economics is the vice-president and factory manager of the Goodyear Tire & Rubber Co. He has divided his work into eight chapters, the

first seven of them relating to the expansion of political democracy, "the labor-capital opposition" and its genesis and growth, the present status of it, clues to the solution, etc. The last chapter is devoted to the representation plan put into effect in 1919 in the Goodyear factories at Akron, O., the whole effect of which, it is stated, "has been a general better understanding between all parties engaged in the industry." Mr. Litchfield gives at the end of the seventh chapter his conclusion that any real solution of the labor problem "must obtain the good-will and confidence of labor, and this can be done only by direct representation of labor in management." He points out distinctly, however, that the rights of the workers involve duties which they must recognize and respect.

**A History of the Atlantic Coast Line Railroad.** By Howard Douglas Dozier. Ph.D. Boston and New York. Houghton Mifflin Company, 1920. Pp. 197.

This volume, which is the twenty-ninth of the Hart, Schaffner & Marx prize essays in economics, considers the Atlantic Coast Line System as an apt illustration of the growth of the holding company period of American railroads, and also presents detailed facts concerning its history, as well as the economic history of that part of the country which it serves and the economic conditions therein. When it is recalled that the system, as the author states, is composed of more than 100 originally separate railroads from Richmond, Va., to Fort Myers, Fla., it will be recognized that its gradual progress from a small nucleus to its present magnitude possesses much of unusual interest not merely for the student of economics, but for the general public living in or adjacent to the States traversed by its lines. Dr. Dozier, who is professor of economics at Dartmouth College, also embodies in his work considerable information relative to rates in the past, which cannot be otherwise than valuable to the student of existent railroad rates, as well as those which may be proposed. Much pertinent tabular data completes the book.

## Financial News

**New Financial Corporations.**

Ala., Anniston.—Commercial National Bank, capital \$300,000, is chartered. C. R. Bell, Prest.; John F. Williams, Cash.

Ala., Montgomery.—Mercantile Trust Co., capital stock \$100,000, with privilege of increasing to \$500,000, has been organized to begin business about July 1; Judge Charles B. Teasley, Prest.; W. Cleve Stokes, Ist V.-P.; Hunter Cochran, Secy. and Treas.

Ark., Keo.—Bank of Keo has opened for business.

Ga., Griffin.—Realty Loan & Building Co., capital stock \$25,000, is chartered; G. J. Drake, Prest.; D. R. Cumming, V.-P.; D. B. Searcy, Secy. and Treas.

Ky., Hellier.—Bank of Hellier, capital \$16,000 is incorporated to begin business July 1. J. F. Justice, C. E. Blair, C. A. Warden, M. C. Justice and others.

Md., Baltimore.—A trust company with capital and surplus of at least \$2,000,000 and probably \$5,000,000, is being organized by Eugene L. Norton, former president of the

Equitable Trust Company, and who is also slated for the presidency; Frank Gunther; A. E. Duncan, president of the Commercial Credit Company, C. W. Hendley and others. It will occupy the lower floor of the Gunther Bldg., Fayette St. and Courthouse Plaza.

Md., Bowie.—Bank of Bowie, capital stock \$25,000, is incorporated. Dr. Nelson A. Ryon, Daniel B. Lloyd, C. A. M. Wells, Bernard Maenner and others.

Md., Clinton.—Clinton Bank, capital \$25,000, surplus \$5000, is chartered; W. Gilbert Dent, Prest.; W. E. Penn, V.-P.; J. Frank Dent, Cash.

Miss., Carthage.—Carthage Bank, capital \$50,000, surplus \$5000, is chartered, to begin business about Sept. 1; J. L. McMillon, I. A. Chadwick, M. M. Keith, C. W. Triplett, Jr., and Smith Williams, directors.

N. C., King.—A new bank with practically all the stock subscribed is being organized. Chamber of Commerce may give information.

Okl., Arapaho.—Custer County State Bank, capital \$30,000, is chartered. C. G. Welsh, J. D. Simpson, Clinton, Okla.; M. O. Dawson, Arapaho.

Okl., Locust Grove.—First National Bank, capital \$25,000, surplus \$2,500, is chartered. Homer Drewery will probably be president and E. E. Sullivan, of Pryor, Okla., cashier.

Okl., Okay.—First State Bank, capital \$15,000, surplus \$1500, is chartered to begin business about June 15. T. B. Ewing, Prest.; J. E. Chandler, V.-P.; Amos Marlin, Cash.

Tenn., Nashville.—American National Bank and the Cumberland Valley National Bank will consolidate and begin business as one concern as soon as their new quarters in the Stahlman Building are completed. The combined capital is \$1,500,000, surplus and profits approximately \$1,000,000, deposits \$18,585,239, and resources of about \$30,000,000. W. W. Berry is Chrmn.; P. D. Houston, Prest.; Paul M. Davis, V.-P., and E. R. Burr, Cash. of the American National Bank.

Tex., Dallas.—Dallas National Bank, capital \$500,000, is chartered. J. E. Cockrell, Prest.; J. C. Tenison, Cash.

Tex., Robert Lee.—First Guaranty State Bank has begun business; Dr. W. J. Adams, Prest.; Fred Roe and John Saul, V.-Ps.; Jefferson Durney, Cash.

W. Va., Gassaway.—Farmers and Mechanics' Bank, capital \$25,000, is chartered. Dr. L. A. Jarrett, Dr. J. W. Smith, Geo. P. Thompson and others.

**New Securities.**

Ala., Birmingham.—(Sanatorium).—Petitions are being circulated for an election on \$1,000,000 of Jefferson County bonds to erect a home for consumptives. Address County Comms.

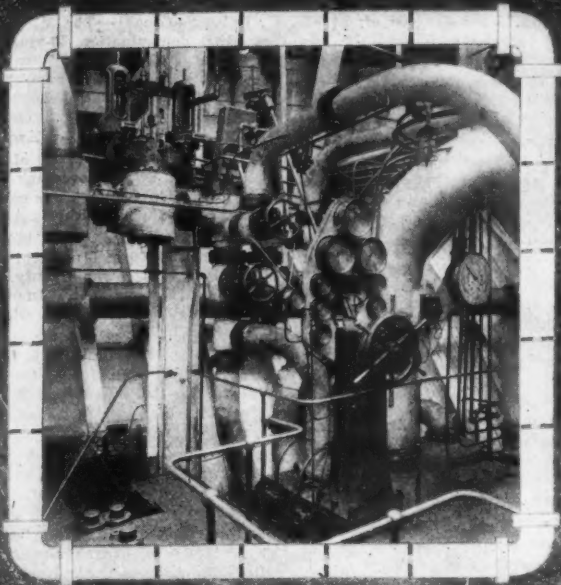
Ala., Clanton.—(School).—Election June 7 on \$7000 of school-improvement bonds. Address Board of Education.

Ala., Huntsville.—(Refunding).—All bids were rejected for the \$22,500 of 5 per cent refunding road bonds of Madison county offered June 5. An effort will be made later to sell the bonds. C. H. Pulley is Prest. County Board of Revenue.

Ark., Lavaca.—(School).—Bids will be received until 3 P. M. June 19 for \$20,000 of 6 per cent 20-yr. Lavaca Special School Dist. No. 3 bonds. Address S. E. West, Secy. School Board.

Ark., Little Rock.—(Warrants).—Sold to P. W. Chapman & Co. of New York \$570,000 of \$1000 denomination warrants, dated July 9, 1920, and due July 9, 1921.

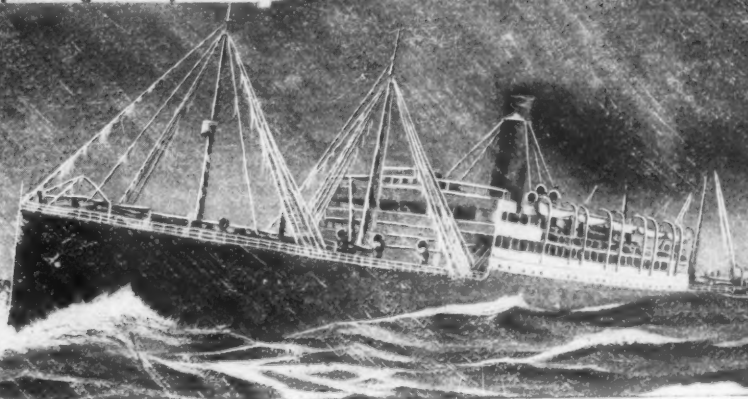
(Continued on Page 156)



# "85% Magnesia"

Steam Pipe and Boiler Covering

-Saves coal  
-adds power



## That Ship Has Something You Need

A THIN shell of steel is all that's between the boiler-room and the cold water of the ocean. Through that thin steel most of the heat of the steam would escape, leaving the ship a floundering raft, if it weren't for the thick "85% Magnesia" Coverings which blanket the boilers and the steam pipes.

The U. S. Navy uses that very "85% Magnesia" Pipe and Boiler Covering on all its ships, and the U. S. Shipping Board followed suit—because practical experience has proved it to be the most effective coal saver.

What is that to YOU?

YOU need for your power plants and factories the most efficient pipe and boiler covering obtainable, to get more power from less coal.

YOU need for your heating systems both in big buildings and in homes, the most efficient blanket you can get for your pipes and boilers, to prevent the escape of heat into places where it would be wasted—to put all the heat where you need it.

Use for your needs what the Navy uses—"85% Magnesia" Pipe and Boiler covering. It saves Nine-tenths of your precious steam heat from escaping into the surrounding air. It pays its cost in the coal you save.

### MAGNESIA ASSOCIATION of AMERICA

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#### The Rest of the Story

Send for new treatise, "Defend Your Steam," which describes the triumphs, fields and uses of "85% Magnesia" Pipe and Boiler Coverings, with tables of proofs.

Engineers should write to us for the Standard Specification for the scientific use of "85% Magnesia," compiled by the Mellon Institute of Industrial Research of Pittsburgh University.

#### Where to Get "85% Magnesia"

"85% Magnesia" products manufactured by the member companies of the M. A. A. are guaranteed to contain not less than 85% of the finest quality of basic Carbonate of Magnesia firmly bound with mineral fibre. Over 30 years of experience have shown this proportion to give maximum heat-saving value and durability. The Specification issued by the Association is based upon this standard.



Ark., Little Rock—(Warrants).—Sold to P. W. Chapman & Co. of New York \$400,000 of \$1000 denomination Pulaski County warrants, dated July 1, 1920, and due July 1, 1921.

Ark., Walnut Ridge—(Road).—\$240,000 of 6 per cent \$500 and \$1000 denomination Western Lawrence County Road Improvement Dist. bonds, dated Aug. 1, 1919, are being offered by the Hanchett Bond Co. of Chicago.

Fla., Key West—(Road and Bridge).—No bids were received for the \$65,000 of 5 per cent \$100 denomination 35-year bonds of Special Road and Bridge Dist. No. 1, Monroe County, offered June 3. Address D. Z. Filer, Clerk Board County Comms.

Fla., Titusville—(Road and Bridge).—Special dispatch to the Manufacturers Record says that no bids were received for the \$300,000 of 6 per cent \$1000 denomination bonds of Cocoa Beach Dist., Brevard County, dated Feb. 1, 1920, and offered June 5. Neither were there any bids for the \$175,000 bonds of the same rate and denomination for Dist. No. 6, offered June 7. Address J. F. Mitchell, Clerk Circuit Court.

Ga., Brunswick—(Hospital).—At the election June 8 \$50,000 of bonds were defeated. Address The Mayor.

Ga., Claxton—(School).—Bids will be received until 2 P. M. June 25 for \$30,000 of 5 per cent \$1000 denomination serial bonds, dated Jan. 1 and voted May 17; maturity, \$10,000 each in 1930, 1940 and 1950. Address E. O. Darsey, Secy. School Dist.

Ga., Dublin—(School).—At the election June 3 the \$25,000 of bonds failed to carry, and another election is to be called at once. Address The Mayor.

Ga., Hartwell—(School).—Election June 19 on \$4000 of 6 per cent \$1000 denomination 1920-1933 bonds of Cedar Creek School Dist., Hart County, dated Aug. 1, 1920, and to be offered July 20. Address J. A. Cobb, Secy. and Treas.

Ga., Jackson—(School).—\$35,000 of 5 per cent \$1000 denomination serial bonds were voted June 1. Address J. A. McMichael, Clk.

Ga., Reynolds—(Light, Water).—The following 5 per cent bonds, voted Mch. 22 and dated July 1, are being offered for sale: \$15,000 of \$500 denomination 30-year light bonds; \$25,000 of \$1000 denomination 20-year water bonds. Address F. H. Ricks, R. A. Hinton and H. K. Sealy for information.

Ga., Rome—(School).—\$100,000 of bonds have been authorized. Address Henderson Lanham, Pres. Board of Education.

Ga., Sylva—(School).—\$20,000 of Hiltonia School Dist., Screven County, bonds have been voted. Address Board of Education.

Ky., Georgetown—(Water and Light).—\$100,000 of bonds have been authorized by the City Council. Address The Mayor.

Ky., Lexington—(Auditorium).—\$500,000 of 5 per cent bonds voted last November have been declared valid by the court. Address Thos. C. Bradley, Mayor.

La., Baton Rouge—(School).—Bids will be received until 10 A. M. June 22 for \$600,000 of 5 per cent \$1000 denomination 1921-1948 bonds of Dist. No. 1, East Baton Rouge Parish, dated July 1, 1920. Address W. B. Hatcher, Secy. and Supt.

La., Welsh—(Drainage).—No satisfactory bids were received for the \$130,000 of 6 per cent \$500 denomination bonds of Welsh Drainage Dist. No. 1, Jefferson Davis Parish, dated June 1, 1920, and offered May 31, and they will be reoffered on June 22. Address John T. Hood, Secy. Drainage Dist. No. 1.

Md., Annapolis—(Road).—Contemplated to open bids either Aug. 9 or 10 for \$1,500,000 (half of \$3,000,000 issue) of 4½ per cent State

bonds, dated Aug. 15, the remainder to be floated in Feb., 1921. Address Board of Public Works.

Md., Frederick—(School).—Bids will be received until noon June 25 for \$125,000 of 5 per cent Frederick County bonds dated July 1, 1920. Address County Comms.

Md., Kitzmiller—(Water-works, Sewer).—\$60,000 of bonds have been voted. Address The Mayor.

Md., Millington—(Water-works).—Voted May 22 \$55,000 of 5 per cent \$1000 denomination 2-35-year city bonds, of which \$35,000 approximately will be sold soon. Address Town Clk.

Md., Mt. Airy—(Water-works).—\$22,000 of 5 per cent serial bonds will be offered soon. Address The Mayor.

Md., Rockville—(School, Road).—Bids will be received until July 6 for the following 5 per cent \$500 and \$1000 denomination serial bonds, dated Aug. 1: \$64,000 school, and \$60,000, \$12,000, \$20,000, \$20,000 and \$30,000 road bond issues. Address Berry E. Clark, Clk. Board County Comms.

Miss., Baldwin—(Street, Water, Light).—Voted June 8 \$21,000 street and \$5000 water and light, 25-year serial bonds. Address W. A. Stocks, Mayor.

Miss., Batesville—(Sewer).—\$6500 of bonds have been voted. Address The Mayor.

Miss., Lexington—(Paving).—Sold to the Merchants and Farmers' Bank and Trust Co., at par and accrued interest, \$32,000 of 6 per cent bonds voted Apr. 2.

Miss., Macon—(Road).—Sold to the Merchants and Farmers' Bank of Macon, Bank of Macon and the Bank of Brooksville, at par and accrued interest, \$87,000 of 6 per cent bonds of Suprvs. Dist. No. 1, Noxubee County, dated June 7 and offered June 7.

Miss., Meridian—(County Home).—\$75,000 of Lauderdale County bonds have been approved. Address County Suprvs.

Miss., Meridian—(School).—Election June 8 on \$1500 of Bonita Public School Dist., Lauderdale County, bonds. O. J. Wilder is County Election Commr.

Miss., Moss Point—(Light and Power).—Sold to the Pascagoula National Bank and Merchants' & Marine Bank \$10,000 of 6 per cent \$500 denomination bonds offered June 1. Address C. M. Fairley, City Clk.

Miss., Port Gibson—(School).—The issuing of \$50,000 of 6 per cent, 20-year bonds has been deferred. Address J. M. Hay, Board of Education.

Miss., Vicksburg—(Loan Warrants).—No bids were received for the \$25,000 of not exceeding 6 per cent Warren County warrants offered June 8. Address J. D. Laughlin, Clk. Board of Suprvs.

Miss., Waynesboro—(Road).—Bids will be received until June 8 for \$20,000 of 20-yr. Wayne County bonds. Address John P. Davis, Chancery Clk.

Miss., Meridian—(Bridge).—Voted June 4 \$200,000 of Lauderdale County bonds. Address County Comms.

Miss., Waynesboro—(Road).—No bids were received for the \$20,000 of 5 per cent 20-year Wayne County bonds offered June 8 because they are only 5 per cents. The matter will be continued indefinitely. Address John P. Davis, Chancery Clk.

Mo., Elvins—(School).—All bids were rejected for the \$80,000 of 6 per cent bonds of Elvins School Dist. No. 7 offered June 1. Address Board of Education. Bonds will be held until market conditions improve.

Mo., Sedalia—(School).—Reported sold to Wm. R. Compton Co. of St. Louis at 95.65, \$75,000 of bonds voted May 18.

N. C., Charlotte—(Refunding).—All bids

were rejected for the \$75,000 of not exceeding 6 per cent \$1000 denomination 30-year serial bonds offered June 9. Address Jno. M. Wilson, City Clerk.

N. C., Dobson—(Road).—The \$113,500 of 5 per cent \$1000 denomination 30-year bonds of Surry County, offered June 7, were sold to Surry County Highway Commission at par pending legality of sale. Henry Wolfe is County Clerk.

N. C., Elizabeth City—(School).—Bids will be received until July 5 for \$20,000 of Weeksville Special School Dist., Pasquotank County, bonds, sale of which on Apr. 5 was called off. M. P. Jennings is Supt. of Schools.

N. C., Edenton—(School).—No bids were received for the \$15,000 of 6 per cent 20-year \$1000 denomination, Chowan County, bonds, voted Jan. 1, 1920, and offered June 7. M. L. Wright is Secy. Board of Education.

N. C., Henderson—(Fire Equipment).—Bids received until 4 P. M. June 15, it is reported, for \$11,000 of 6 per cent \$1000 denomination bonds dated June 2, 1920. Address S. B. Burwell, City Clk.

N. C., Kinston—(Road).—\$300,000 of 6 per cent Lenoir County bonds, which were to have been offered on June 7, have been withdrawn from the market, it is reported. John H. Dawson is County Treasurer.

N. C., Newbern—(Road).—The election on June 5 for \$2,000,000 Craven County bonds was called off. Address O. A. Kahn, Chrmn. Board County Comms.

N. C., Rockingham—(Courthouse).—\$100,000 bonds offered June 7, it is reported, were not sold. B. E. Reynolds is Chrmn. Board County Comms.

Okla., Altus—(Road).—At the election May 29 \$650,000 of Jackson County bonds were defeated. Address County Comms.

Okla., Haskell—(Sewer, Water).—Bids will be received until 4 P. M. June 28, it is reported, for \$10,000 sewer and \$15,000 water 6 per cent 20-yr. bonds. Address T. N. Shoemaker, Town Clk.

Okla., Lindsay—(School).—\$30,000 of Garvin County Consolidated School Dist. No. 1 bonds reported voted. Address School Board.

Okla., Muskogee—(Bridge).—Voted June 8 \$400,000 of Muskogee County bonds. Address County Comms.

S. C., Branchville—(School).—The \$20,000 of 6 per cent Branchville School Dist. bonds offered on June 1 were not sold. Address L. H. Falvey, Chrmn. Board of Trustees.

S. C., Chester—(School).—Voted June 1 \$50,000 of School Dist. No. 1, Chester County, bonds. Address T. H. White, Chrmn. School Board.

S. C., Greenwood—(Improvement).—Bids will be received until noon July 8 for \$200,000 of 5 per cent 40-year \$500 denomination bonds. Address A. McD. Singleton, City Clk. For particulars see Proposals Department.

S. C., Manning—(Road).—Sold to the Carolina Bond & Mortgage Co. of Columbia, at par, it is reported, \$300,000 of 6 per cent serial 20-year \$1000 denomination Clarendon County bonds, dated May 15 and offered May 15.

S. C., Newberry—(Street, Water, Sewer, Light).—No satisfactory bid was received for the \$190,000 of 5½ per cent serial bonds dated July 1, voted May 7 and offered June 10. Address F. Z. Wilson, Chrmn.

S. C., Sumter—(Road and Bridge).—Bids will be received until noon June 22 for all or any part of \$500,000 of 5½ per cent \$1000 denomination 1926-1950 Sumter County bonds, dated July 1, 1920. Address B. M. Bultman, Secy. Road Comsn. For particulars see Proposals Department.

(Continued on Page 158)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

### Georgia Drainage Association Meets June 22.

Atlanta, Ga., June 14—[Special.]—An important session of the Georgia Drainage Association will be held at Macon, Ga., June 22, at which time addresses will be heard on drainage projects of vital interest to the State. This association through its work has been responsible for the reclamation of many thousands of acres of Georgia land. This is the annual meeting postponed from June 9, and among other important business to be transacted will be the election of officers for the ensuing year.

Addresses will be delivered by L. R. Akin of Brunswick on "The Financial Significance of the Reclamation of Our Overflow and Swamp Lands"; by Dr. A. M. Soule of Athens on "Drainage in Relation to Our Food Supply"; by Dr. T. F. Abercrombie, secretary of the State Board of Health, Atlanta, on "Drainage As a Health Measure"; by J. V. Phillips, United States Drainage Engineer, Athens, on "Maintenance of Draining Improvements"; by M. W. Thompson of Atlanta on "The Problems of the Drainage Contractor"; by Prof. George A. Crabb of Athens on "The Georgia Soils Requiring Drainage"; by Capt. T. E. Grafton of Rome on "River Improvements and Its Relation to the Reclamation of Overflow Lands"; H. H. Chandler of Atlanta on "Marketing Drainage Bonds."

### The American Library Association and Its Enlarged Program for the Promotion of Americanism.

There are approximately 15,000,000 new Americans in the United States, and more than 6,000,000 of this number cannot read or speak the language of America. This indicates the necessity of placing in their hands books printed in tongues which they can understand, dealing with the ideals and fundamentals of government in the country in which they have made their homes.

Only 794, or 20 per cent, of the 2964 counties in this country have within their borders any library of 5000 volumes or more. There are today in the United States 60,000,000 persons without ready access to good books.

There are 75,000 blind in the United States, including those American soldiers who have lost their sight in the war. Their need be no argument that these persons should be supplied with additional reading matter.

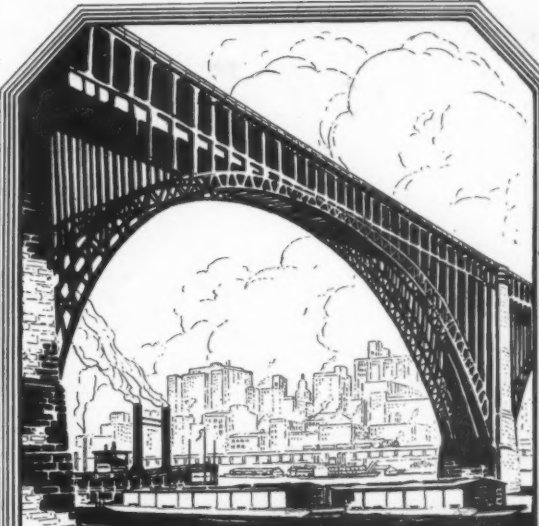
The American Library Association has been in existence for more than 40 years, and its membership includes more than 4000 librarians of libraries in all parts of the United States. The A. L. A. works in close co-operation with all other library organizations, and particularly with the Special Libraries Association, the membership of which is made up of librarians identified with business, commercial and technical libraries.

In the period of the war the association distributed here and abroad more than 7,000,000 books among the men in uniform. Since then the organization has supplied with books the discharged soldiers, sailors and marines in the Public Health Service hospitals, has attended to the book wants of the coast guards and lighthouse keepers, has provided libraries for the men in the merchant marine, has supplied reading matter of various kinds to the discharged soldiers through a "by mail book service for those who do not have access to libraries," and has assisted materially in providing additional books for the use of the blind.

To proceed with its work upon a broader scale, the A. L. A. has adopted new plans, and in carrying out the provisions of this enlarged program the association will assist all of the agencies now striving to promote Americanism and a better citizenship. In this line it will endeavor to have the publishers reprint in the various foreign tongues more of the best books in the English language which treat of American ideals, aims and traditions, so that the newcomers to our shores may be afforded an opportunity of understanding the real America from the outset of their residence here.

It also will strive to have more technical and special libraries placed in the plants, factories and large commercial institutions throughout the country. It will hope to have every State in the country enact the county library law, that dwellers in even the most sparsely settled rural communities can obtain good books at frequent intervals. The tax for this service is small, usually less than one mill. Already the county library system is working out most satisfactorily in several States.

The organization expects to have more books for the use of the blind put forth in the standard Braille type.



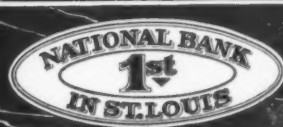
## First National Bank in St. Louis

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**Total Resources**  
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**IN ST. LOUIS**

S. C., Union—(Water, Sewer, Light).—Election June 22 on the following bonds, not exceeding 6 per cent: \$70,000 not exceeding 25 years water; \$60,000 not exceeding 20 years sewer and \$30,000 not exceeding 25 years light. Address R. P. Morgan, Mayor.

Tenn., Centerville—(Light).—Bids received until noon June 17 for \$5000 of 5 per cent \$500 denomination bonds dated June 17. Address The Mayor.

Tenn., Dyersburg—(Road).—Bids will be received until June 19 for \$270,000 of 6 per cent \$500 denomination 20-year Dyer County bonds, dated Mch. 1 and voted May 17. Address W. A. Fowler, County Judge.

Tenn., Gleason—(Water).—An election is proposed in July on \$20,000 of bonds. Address The Mayor.

Tenn., Jonesboro—(Refunding, Street).—Election July 8 on \$15,000 of 5 per cent 5-25 year \$500 denomination bonds dated July 29. Address W. L. Hoss, Mayor.

Tenn., Morristown—(Road).—Sold to Caldwell & Co. of Nashville, it is reported, \$50,000 of 5 per cent Hamblen County bonds offered on Mch. 15.

Tex., Blanco—(School).—Sold to the State of Texas at par and interest, \$12,500 of 5 per cent Blanco Independent School Dist. bonds.

Tex., Canadian—(Road, Hospital).—The following \$1000 denomination Hemphill County bonds are being offered: \$70,000 of 5 per cent 30-year road bonds, dated May 15; \$70,000 of 5½ per cent 30-year hospital bonds, dated June 15. Address W. D. Fisher, County Judge.

Tex., Coleman—(Road).—\$120,000 of Coleman County Road Dist. No. 2 bonds reported voted. Address County Commrs.

Tex., Corsicana—(School).—Election June 15 on \$600,000 of Corsicana School Dist. bonds. Address School Board.

Tex., Frankston—(School).—Sold to the State of Texas at par and interest, \$30,000 of 5 per cent Frankston Independent School Dist. bonds recently voted.

Tex., Richmond—(Road).—Bids received until noon June 14 for \$190,000 of 5½ per cent serial \$1000 denomination 20-yr. bonds of Fort Bend County Road Dist. No. 6, dated Jan. 1, 1920. Address C. D. Myers, County Auditor.

Tex., Slaton—(School).—Contemplated to vote on bonds for school building. Address S. L. Rives, Supt. of Schools.

Tex., Weatherford—(Road).—Bids received until June 16 for \$400,000 (part of \$800,000 issue) of 5 per cent 30-year serial Parker County bonds of \$1000 denomination, dated June 10, 1919. Address County Commrs.

Tex., Wylie—(School).—Bids will be received any time for \$15,000 of 5 per cent 10-40-yr. optional Wylie Independent School Dist. bonds

dated Apr. 1. Address J. W. Russell, Secy. Board of Education.

Va., Danville—(Street).—Voted June 8 \$300,000 of \$1000 denomination 1-25-year serial bonds. Address Ro. Brydon, Auditor.

Va., Independence—(Road).—Bids will be received until 2 P. M. July 1 for \$90,000 of 6 per cent Grayson County bonds. Address T. E. Brannock, County Clerk. For particulars see *Proposals Department*.

Va., Pearisburg—(Road).—Sold to Powell, Garard & Co. of Chicago at par and interest on May 25 \$100,000 of 6 per cent serial Giles County bonds reported to be offered on June 8.

Va., Pulaski—(Refunding).—Bids will be received until 10 A. M. June 28 for \$25,000 of 6 per cent serial bonds. Address E. W. Calfee, Mayor.

Va., Richmond—(Indebtedness Certificates). Bids will be received until noon June 25 for \$900,000 of 6 per cent \$5000, \$10,000, \$25,000 and \$50,000 denominations, 1921-1929, inclusive, serial city certificates, dated July 1, 1920. Address H. C. Cofer, City Comptroller, Room 103, City Hall, Richmond.

Va., Winchester—(Water-Works, Street).—Election some time in July on \$100,000 water-works and \$75,000 street bonds. Address City Council.

W. Va., Huntington—(Paving).—Voted May 25 \$1,000,000 of Cabell County bonds. Address R. S. Douthat, County Clk.

W. Va., Moundsville—(Road).—The \$200,000 of 5 per cent Clay Road Dist., Marshall County, bonds to have been offered June 1 will be offered instead on June 16, it is reported. J. E. Chase is Clerk County Court.

W. Va., Moundsville—(Road).—Bids received until 1 P. M. June 17 for \$200,000 of 5 per cent \$1000 denomination Cameron Dist., Marshall County bonds dated Jan. 1, 1920. Address J. E. Chase, Clerk County Court.

W. Va., Williamson—(School).—\$100,000 of Lee Dist., Mingo County, bonds have been voted. Address Board of Education.

### Financial Notes.

First National Bank of Avon Park, Fla., has increased capital from \$25,000 to \$50,000.

First National Bank of Roxboro, N. C., has increased capital from \$50,000 to \$70,000.

Citizens' Bank of Fort Valley, Ga., has increased capital stock from \$50,000 to \$100,000.

Cole County Bank, Jefferson City, Mo., will increase capital stock from \$25,000 to \$50,000.

Bank of Union, Union, S. C., will increase capital stock from \$65,000 to not exceeding \$150,000. Stockholders meet June 15.

Del Rio Bank & Trust Co., Del Rio, Tex., has increased capital from \$75,000 to \$100,000.

Farmers' State Bank of Vernon, Tex., has increased capital from \$50,000 to \$100,000.

Edinburg State Bank of Edinburg, Tex., has changed name to Edinburg State Bank & Trust Co. and increased capital stock from \$25,000 to \$100,000.

Columbus Savings Bank, Columbus, Ga., has increased capital stock from \$200,000 to \$250,000 and will change name to Columbus Savings Bank & Trust Co.

Third National Bank, Gastonia, N. C., has increased capital stock from \$100,000 to \$250,000, effective July 1.

Merchants and Farmers' Bank of Marion, N. C., has increased capital stock from \$25,000 to \$50,000 and surplus from \$6000 to \$12,000.

The North Carolina Bankers' Association, at the conclusion of its annual convention held at Rocky Mount, N. C., last week, elected officers for the year as follows: Prest., Wm. A. Hunt of Henderson; 1st V.-P., A. M. Dumay of Washington; 2d V.-P., C. E. Brooks of Hendersonville; 3d V.-P., J. D. Biggs of Williamston; Secy. and Treas., T. A. Uzzell of Newbern, N. C.

The District of Columbia Bankers' Assn., which held its annual convention last week on board of the steamer Midland while making a trip to Yorktown, Old Point Comfort, Newport News and Norfolk, Va., and return, elected officers for the ensuing year as follows: Prest., Robert N. Harper; 1st V.-P., John B. Larner; 2d V.-P., Joshua Evans, Jr.; Secy., Harry W. Haynes; Treas., Albert Gately; all of Washington.

The March 1920 issue

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